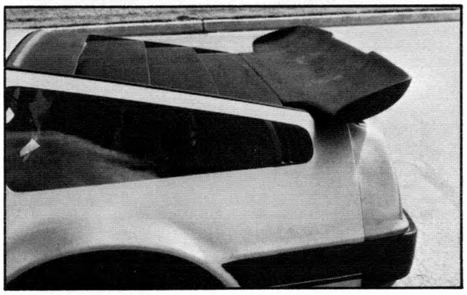
DELOREAN WORLD®

Published Quarterly by the DeLorean Owners Association

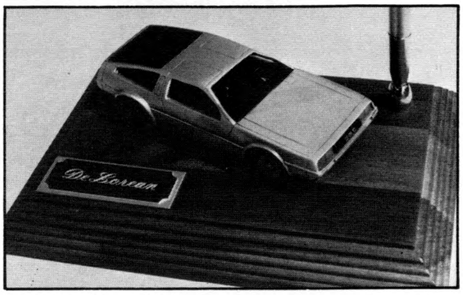
Clear Skies for a Great Auto

De Lorean Parts

TERI JENNINGS **1202 N. Dalton, Azusa, CA 91702, (818) 334-5262**

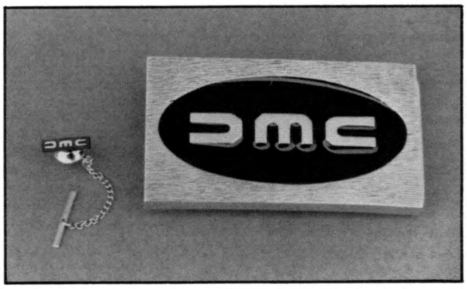


WHALE TAIL–Made of fiberglass and fits on rear louver, looks great. $239.00 (shipping cost may vary)



PEN SET with pewter Delorean model on a custom engraved 7 x 9 inch walnut plaque. $89.95

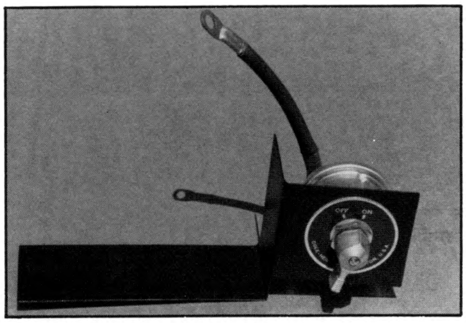
STAINLESS BUMPER LETTERS–Dress up the rear of your car with these glue on letters. $49.95



TIE TAC–Black with raised DMC logo. $6.95. **BELT BUCKLE**–Pewter with 2″x 3½″ black porcelain inlay. $15.95

LICENSE PLATE CLOCK–Brushed aluminum with raised DMC logo and frame. $23.95
Plate also available without clock. $7.95

STAINLESS DOOR SILL LETTERS–Glue "DMC" on your door sill for that custom look. $44.95 pair



BATTERY CUT OFF SWITCH–Disconnects the battery from the car while setting for long periods. $44.95

OTHER ITEMS AVAILABLE:

1. **HANDS OFF SIGN**–Keeps people from touching your car (two sided in plastic) $1.00 ea.
2. **PEWTER 1/43 SCALE DELOREAN MODEL** (stainless finish) these miniatures measure 4½ inches long. Each is finely detailed and handcrafted in the U.S.A. $59.95
3. **CERAMIC HEAT SHIELD**–Attaches to cross over pipe to reduce heat 25/30° on automatic transmission or clutch slave cylinder easy installation. $19.00
4. **KEY CHAIN**–Handcrafted pewter with raised DMC letters on black porcelain background. $6.95
5. **CABLE RELEASE**–Will open hood or deck lid if stock factory cable breaks. $8.00 set
6. **REAR LOUVER BRACE**–Keeps the rear louver from flexing and cracking by adding support to the center louver strut. Complete with hardware. $44.95
7. **TINTED HEAD LIGHT COVERS**–These will fit "FLUSH", no drilling required. Easy installation. $75.00 set
8. **OIL COOLER**–Cuts engine oil temperature and allows use of standard American oil filters. Complete, bolts on in less than 1 hour. A must for Turbo cars. $89.95
9. **SHOCK LOCKS** (hood or deck) Holds hood or deck from accidentally closing. Front $7.95 Rear $15.95
10. **OIL FILTER ADAPTER KIT**–Use this kit and you can use standard U.S. filters instead of expensive European ones. Installs in minutes and pays for itself too. $11.95
11. **AUTOMATIC TRANSMISSION OIL COOLER**–Cuts transmission temperature 25°. Easy to install. $69.95

ORDER FORM

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DESCRIPTION	PRICE (EA)	QUANTITY	AMOUNT

☐ Send for Catalog
☐ Check here for C.O.D. delivery or send check or money order

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SHIPPING (UPS) $4.00
TOTAL __________

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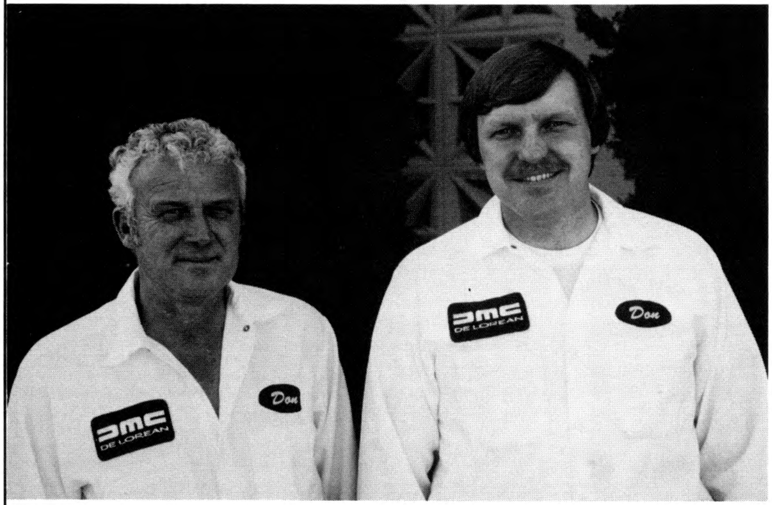

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- DeLorean Collision Specialists
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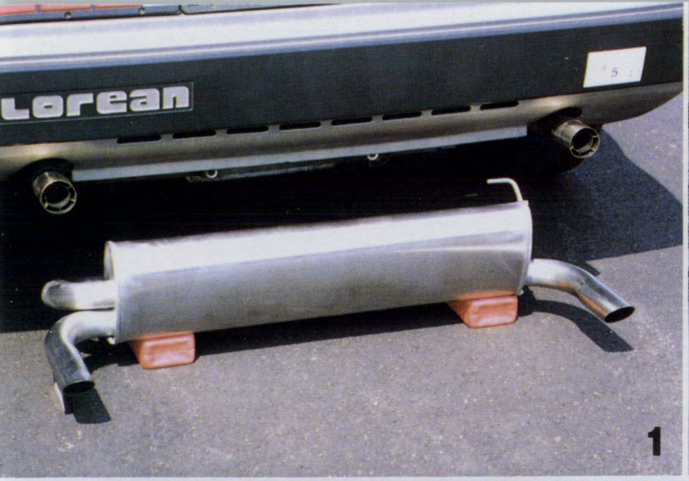
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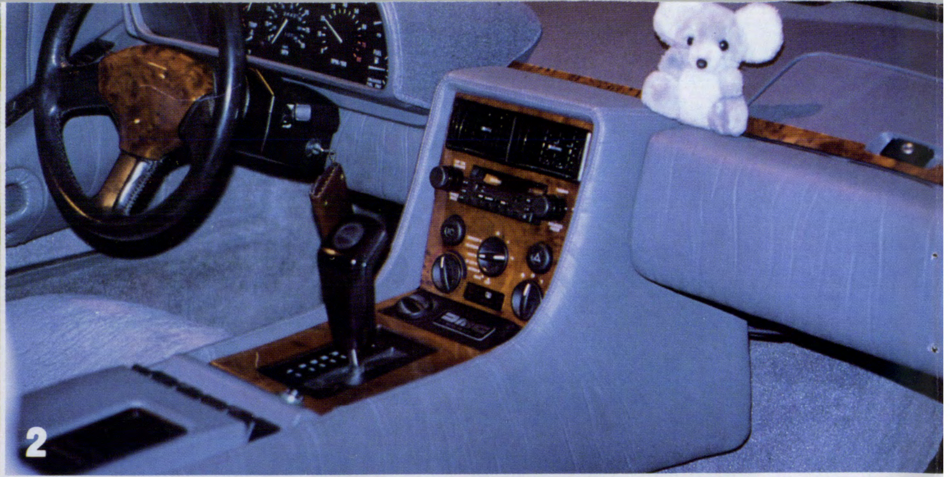
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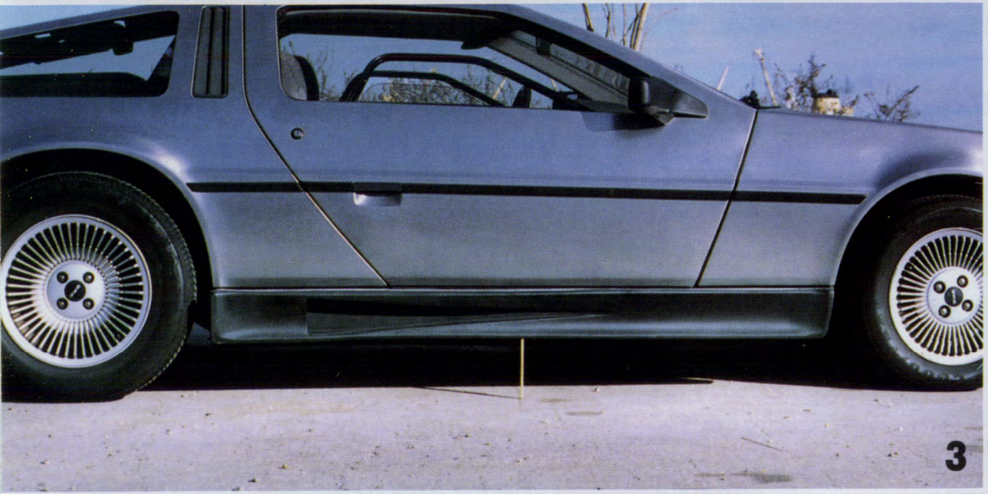
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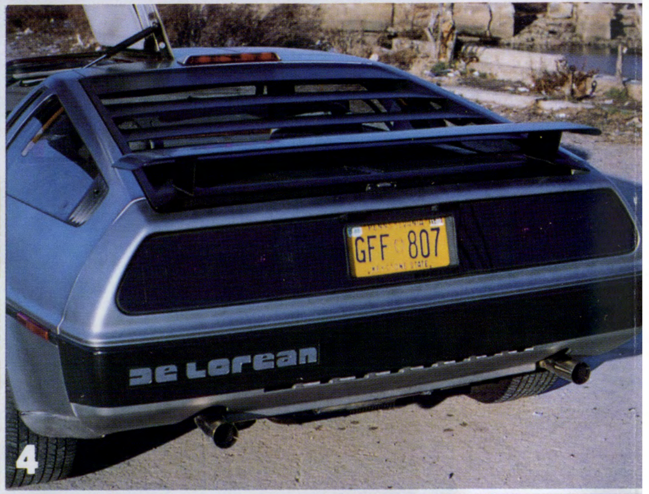
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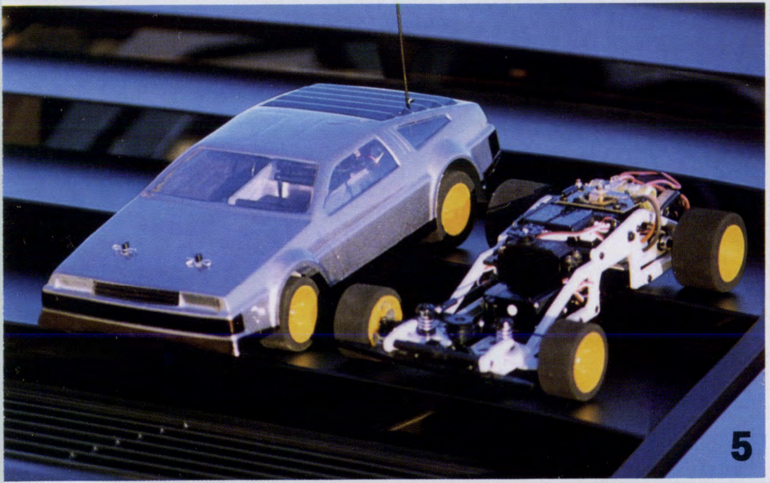
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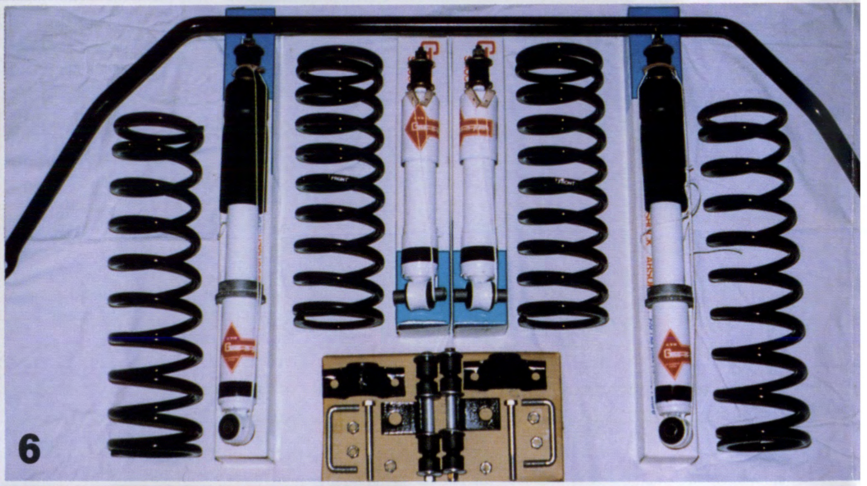
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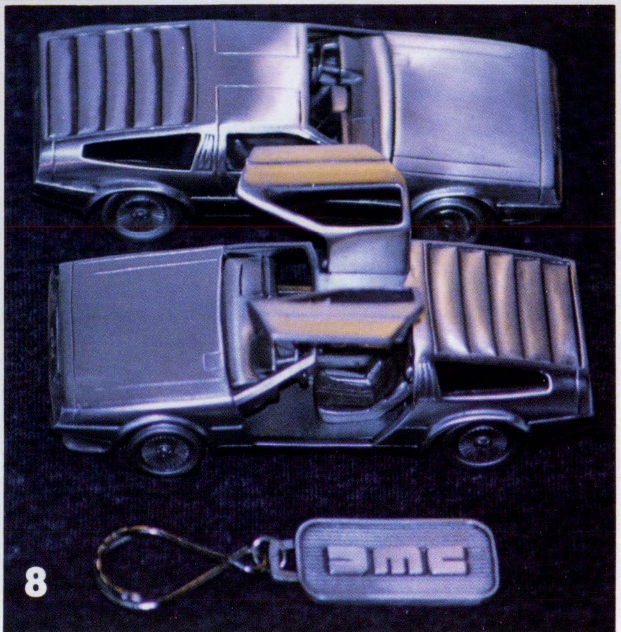
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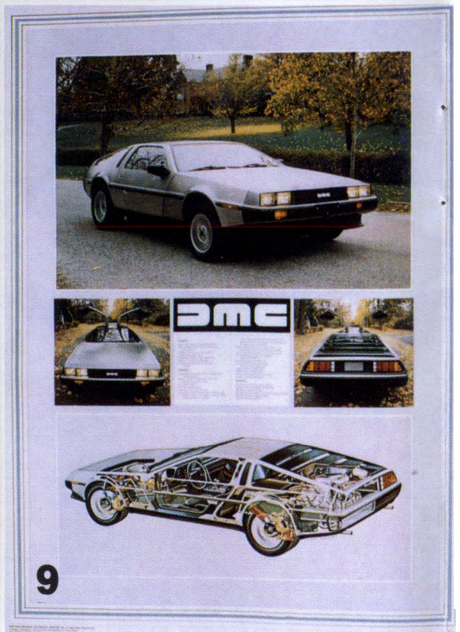
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DELOREAN SPECIALTIES, INC. 220 Locust Street, Suite 12-F Philadelphia, PA 19106

#1. STAINLESS FREE-FLOW MUFFLER
$369.50 *Sound & Horsepower!*

A claimed 15% increase in power and torque. That's 18-20 horsepower at the rear wheels. Very noticeable! Faster acceleration! Has 2¼" exhaust pipes - looks great!

This muffler sounds deeper and a little louder. Manufactured from grade 304 stainless steel, it won't rust. A high-quality item. Bolts on!

Catalytic Converter Bypass, Stainless	$95.95
Converter Bypass Resonator, SS	$145.50

#2. CARPATHIAN BURLWOOD TRIM SET
$385.50 *Here's the Wood!*

Treat yourself and your car to traditional British luxury. Add the warmth and beauty of our Carpathian Elm Burlwood interior trim set!

Set includes dash top strips, upper and lower console covers including AC vent surround and radio face. Easy to install and remove - won't damage stock parts. Protects them! (Fits 5-speed cars & Black interiors, too!)

Horn Pad Cover w/DMC Logo	$135.00
Glove Box Lock	$35.00
Instrument Pad Cloth Cover	$30.00

#3. AERO-SIDESKIRTS WITH AIR SCOOPS
$525.00 *Lotus Designed!*

Lotus developed these ducted skirts after extensive wind tunnel testing to achieve maximum cooling airflow. The design suits the DeLorean well! Includes 2 flexible air tubes.

Good ground clearance. The ruler in Photo #3 shows 6½" of clearance under the skirt. (And this car has been lowered with our Euro springs.)

Quarter-panel Extensions	$125.00

#4. AERODYNAMIC REAR WING
$245.50 *A Tail for Your Gull!*

Finally, a rear wing that doesn't block your view out the back! We've designed the wing stanchions to put the thin wing exactly in line with one of the slats on the rear louver.

Light weight, quality aluminum and fiberglass construction. Painted. Size - 1" x 6" x 52"; 7 lbs.

Tail light blackout Panel	$125.00
Eye-level brake light	$97.00
Stainless DeLorean letters	$50.00
Stainless "DMC" for door sills	$45.00

#5. RADIO CONTROLLED MODEL
$150.00 *Asphalt Racer!*

A great idea for DOA club outings. Eight cars can be raced at a time.

The 1/12th scale car is over 14" long. Easy to assemble kit includes a twin-stick radio, detailed clear DMC body and motorized chassis.

Body, Motor and Chassis	$98.00
Clear Lexan DeLorean Body	$25.00

#6a. EURO-SPEC SPRINGS
$285.00 *Two-Year Guarantee!*

We imported a set of Euro-Spec. springs from England and had them reproduced here in the USA using computer controlled machinery, the best PVC-coated rust protection and tough American spring steel. Satisfaction guaranteed!

Gain all these benefits: a lower nose, improved handling, easier steering and a smoother ride. More supple riding.
(Lowered car in Photo #3.)

#6b. REAR ANTI-ROLL BAR
$145.95 *Makes a Difference!*

The DeLorean didn't come with a rear bar. Automotive magazine test drivers criticized it for front end plowing on turns, sluggish turn-in response, and rear-end body roll. We fixed it!

The manufacturer of our anti-sway bar handling kit happens to own a DeLorean. Can't do better than that. This handling kit works! Improves both stock or lowered suspensions.

#6c. KYB GAS-AJUST SHOCK ABSORBERS
$235.25 *Lifetime Warranty!*

Stock Girling shocks are no longer in production. So we asked KYB to dissect the stockers and make new high-performance gas shocks to fit.

They give better shock control over large bumps and less harshness on small bumps - due to better valving and their famous automatic Gas-Ajust-ability.

After 7 years, your shocks may have deteriorated or lost gas pressure - even just from sitting.

#7. DELOREAN PILOTS SATIN JACKET
$69.00 *Show Your Colors!*

Lined jacket with embroidered DMC and DeLorean logos. Limited supply!

#8. PEWTER CAR WITH THE DOORS UP
$59.95 *A Collector's Item!*

Doors are open, and full interior! Companion to the doors-down model.

Car Mounted w/pen set	$94.95
Doors Down Pewter Car	$59.95
Bookends (both cars)	$144.95
Pewter Key Chain "DMC"	$10.00

#9 HISTORIC MARQUE TECHNICAL POSTER
$15.00 *A True Frame Up!*

Three color photos, color cut-away illustration & technical data panel. 19" x 25".

FOUR LOWER SPRINGS (Not Shown)
$285.00 *Don't Torch Them!*

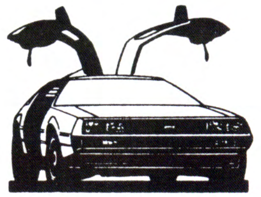
Thinking about swapping your front springs and torch-cut rear springs to lower your DMC? First, consider our custom wound, new coil springs.

Stock front and rear specifications are used - only shorter. Lowers the front approximately 2" and rear 1". Now PVC-coated.

LOWER FRONT SPRINGS (Not Shown)
$150.00 *Make It Look Right!*

Exact reproduction stock DMC front springs - except they are shorter. Lowers front approximately 1½". For better visibility out front and easier steering - you'll be amazed!

Things For People Who Dream DeLorean!



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Order Line, Toll Free call: (800) ASAP-DSI or (800) 272-7374
To "Talk Tech" call: (215) 625-4932 Evenings & Weekends only

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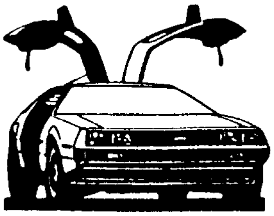

QTY	EXCITING DMC PARTS AND ACCESSORIES!	PRICE	
____	LOWER FRONT SPRINGS (1½" lower)	$150.00	
____	FOUR LOWER SPRINGS - stock ride	285.00	
____	REAR BUMPER CLOSE-OUT PANEL	$200.00	NEW
____	FRONT AIR DAM WITH DRIVING LAMPS	375.00	
____	FRONT AIR DAM WITH AIR SCOOPS	275.00	
____	TURNSIGNAL LIGHT BLACKOUTS (front)	29.50	NEW
____	HEADLIGHT BLACKOUT COVERS	75.50	
____	TAIL LIGHT & LICENSE PLATE BLACKOUTS	125.50	
____	STAINLESS LETTERS - DeLorean Grill Badge	55.00	NEW
____	FLOOR MATS "DMC" (Gray or Black)	$95.00	
____	DASH COVER (Gray or Black)	39.50	
____	WINDSHIELD SUNSCREEN with storage bag	51.50	
____	STAINLESS BUMPER & SILL LETTERS	$95.00	
____	PEWTER "DMC" KEY CHAIN	10.00	
____	PEWTER "DMC" TIE TAC	7.00	
____	GULL-WING WATCH	59.95	
____	DELOREAN PILOT'S T-SHIRT	$12.50	NEW
____	DELOREAN PILOT'S HAT	7.00	NEW
____	EYE LEVEL BRAKE LIGHT (top louver)	$76.50	
____	EYE LEVEL BRAKE LIGHT (T top)	97.00	
____	HALON FIRE EXTINGUISHER (in console tray)	19.95	
____	GEAR SHIFT BOOT	75.00	
____	CAR COVER (Technalon III)	199.00	NEW
____	NOSE BRA w/DMC logo	99.50	
____	SHEEP SKIN SEAT COVERS - Custom fit	399.00	
____	STERLING SILVER DMC-LOGO NECKLACE	$50.00	NEW

★ ____	DSI'S NEW ACCESSORIES CATALOG	FREE	★
____	O.E.M. PARTS DISCOUNT PRICE LIST	FREE	
____	PARTS MANUAL WITH CODE NUMBERS	40.00	

____	1989 CALENDER b&w (Art by Ted Alexander)	$10.00	NEW
____	DELOREAN "FACTS" POSTER b&w	10.00	NEW
____	GULL-WING & CONVERTIBLE POSTER b&w	10.00	NEW
____	THE FACTS ABOUT AN EXTRAORDINARY CAR	6.00	

— SPECIALS —

____	REBUILT STEERING RACKS (core exchange)	$295.00	
____	STEERING U-JOINTS (each)	100.00	
____	CLUTCH ASSEMBLY (complete)	285.00	
____	ELEC. PRE-START OIL PUMP (prevents dry start-ups)	300.00	NEW
____	HANDBRAKE BOOT (Leather)	75.00	
____	SHEEP SKIN SEAT COVERS	225.00	NEW
____	HIGHER LIFT CAM SHAFTS (+20 HP)	350.00	
____	FORGED PISTONS - Turbo or Hi Compression	800.00	
____	DIGITAL - ELECTRONIC DASH	CALL	
____	NITROUS OXIDE INJECTION (+60 Horsepower)	650.00	
____	TURBO MANIFOLD CO. TWIN IHI TURBO (+100 HP)	2800.00	
____	BAE SINGLE RAJAY TURBO (+70 HP)	1750.00	
____	TRIPLE-THROAT DOWN DRAFT WEBERS	CALL	
____	STAINLESS STEEL LABEL SET	150.00	
____	LEATHER SEAT UPHOLSTERY (Gray or Black)	800.00	NEW
____	LOWER CONTROL ARM	CALL	
____	FRONT FENDERS	CALL	
____	MAGNETIC OIL PAN DRAIN PLUG	10.00	NEW

#	QTY	PHOTO-FEATURE ACCESSORIES!	PRICE	
#1.	____	STAINLESS FREE-FLOW MUFFLER	$369.50	
	____	CAT BYPASS "Test Pipe" Stainless Steel	95.95	
	____	CATALYST REPLACEMENT RESONATOR	145.50	
#2.	____	CARPATHIAN BURLWOOD TRIM SET	$325.50	
	____	BURL HORN PAD COVER with DMC logo	135.00	NEW
	____	INSTRUMENT POD CLOTH COVER	30.00	
	____	GLOVE BOX LOCK	35.00	
#3.	____	AERO-SIDESKIRTS WITH AIR SCOOPS	$525.00	
	____	QUARTER-PANEL EXTENSIONS	125.00	
#4.	____	REAR AERO-WING	$235.50	
	____	TALL REAR AERO-WING	255.90	
	____	HIGH POWER LOUVER AIR STRUTS	95.00	
#5.	____	RADIO CONTROLLED CAR, MOTOR & RADIO	$150.00	
	____	SPARE R/C LEXAN BODY	25.00	
#6a.	____	EURO-SPEC. SPRINGS (softer & Lower)	$285.00	
#6b.	____	REAR ANTI-ROLL BAR (improved handling)	145.95	
#6c.	____	KYB GAS-ADJUST SHOCK ABSORBERS (improved ride)	235.25	
#7.	____	DELOREAN PILOTS SILVER SATIN JACKET	$69.00	
#8.	____	PEWTER DMC CAR WITH DOORS UP!	$59.95	
	____	MOUNTED (Doors-up w/pewter plaque)	94.95	
	____	PEWTER DMC CAR WITH DOORS DOWN	59.95	
	____	BOOKENDS (doors-up & Doors-down)	144.95	
#9.	____	HISTORIC MARQUE COLOR POSTER	$15.00	

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signature (required on all credit card orders) ____________

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DELOREAN WORLD

Volume 6, Number 4, Summer 1989

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CONTENTS

DELOREAN WORLD EXCLUSIVE

DREAMS 18

Fathers to Great Cars

by Phil Meisinger

TRAVEL LOG

BELFAST 22

Home to a Great Car

by Robin McNeill

GULLWING CHATTER

BAD '81 29

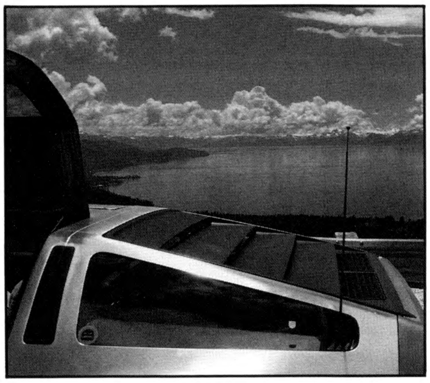
Adaptations to a Great Car

by Jimmy Dale

President's Message 8
Editor's Note 11
Regional News 12
Chapter Calendar 12
Communications Committee 13
Chapter Reports 21
Activities 15
First 3-Day Chapter Event 15
Tech Notes 31
Fuel Pump Replacement 33
Tech Q & A 39
Custom Mufflers 38
Fuel Tank Contamination 31
Classifieds 42
Advertisers Index 39

CALENDAR

DELOREAN EXPO '89
Cape Cod
October 12 – 15, 1989



On The Cover
Quarter Panel in the Wild Blue Yonder – Lake Tahoe. Photo provided by Member Number 13, Kjell Myhre.

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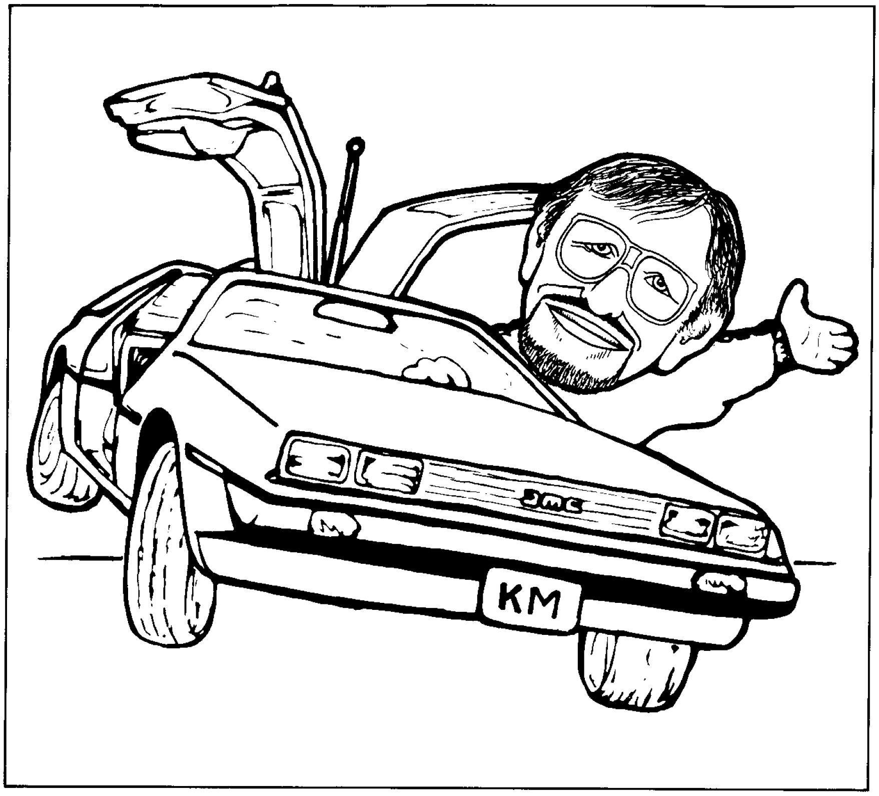
PRESIDENT'S MESSAGE

BY KJELL MYHRE



Some of you may have noted a news item from the highest level of our government, that the air in our environment will be cleaned up by the year 2,000, about ten years from now. If the results from the required biennial smog certifications on my DeLorean are any indication, this automobile is meeting this goal now.

The DeLorean is included in the automobile collection in at least four museums that I am aware of, but yet I find very few, if any, in collectible automobile publications. And I did see an ad for a set of gullwing door automobiles, but since it did not include the DeLorean, I considered it incomplete.

The Area Regional Chapter Calendar of Events in this issue accounts for activities in twice as many chapters as was published in the last issue of DeLorean World. I was only able to attend the three-day Lake Tahoe event; however, I've read reports on activities organized by a number of Regional Chapters that I wished I could have attended. In addition to the several St. Patrick's Day parades, there is the Newport Car Festival, the annual British Motor Car meeting at Chateau Elan, Horseracing in Kentucky, and much more, detailed in the Regional News.

The National Board is pleased when what we are doing on behalf of the Association corresponds with your expectations. Nine years ago, a Harvard professor wrote an article for Fortune magazine, making a very surprising assertion that "it is a more difficult challenge to manage a small business than a large national corporation." He pointed out that large organizations have functional specialists of all types who have the necessary expertise, and they are backed by extensive financial resources. In small business, a handful of persons has to perform many functions. The task of managing a volunteer, non-profit organization like ours is a real challenge.

The major controlling factor and determinant in the progress and destiny of our Association is the vested interest of the members who have a commitment to the organization and want to make it succeed. Hence the *DeLorean World* strives to appeal to readers of multiple interests, activities, historical and social, as well as technical, to include spouses and family that otherwise may be sidelined in a single interest appeal. The enduring values integrated into an otherwise "car nut" or "techy"approach hopefully will enhance your joy of ownership and your prestige.

Forgetting your inhibitions, you will become interesting to friends, not over some discount deal, but, more importantly, because you are projected with more universal appeal.

If you have heard the question, "What am I getting for my 45 bucks?" I dare suggest this person has not served in a serious capacity as a volunteer nationally nor in a Chapter. One of the reasons for the latter suggestion is that printing costs for the *DeLorean World* have already increased significantly.

In this "Year of the Chapter," we are requesting more input and communications from you—essentially about what you, as Chapter members are doing for yourselves. There are tasks to be tended to in managing a chapter, and we are motivated, skilled, and enthusiastic about the opportunities and possibilities for service, fun, and enjoyment. That is the impression I get from our National Chapter Director and National Chapter Manager. The second impression I get, from our Editor, is that some material would have to be printed in the next issue. That means that more of you are actively engaged in your tasks as well as fun activities.

Next year, 1990, we look forward to one National Convention in the West, and we anticipate a number of Regional Chapter events staged and managed by you, attracting members who want to find out what all the excitement is about — our 'cars of distinction.'

Living near beautiful downtown Burbank, Johnny may not be all that excited when I drive by, but then there is Tom, Jane, Dick, Sally and Harry, etc. And those are just the grownups. If you read lips—how many times have you "seen" "There goes one of those 'Back to the Future' cars!" They are the kids going to or from school, etc.

Association Products

Order early for the Holidays!

#002	Baseball cap w/mesh back & Logo; silver gray, red, blue	$6.00
#003	Gatsby hat w/Logo embroidered or printed black, white	8.00
#004	Official club silver satin jacket (unisex); zip front w/Logo embroidered (dry clean only); M & L only	68.00
#006	Tee shirt w/Logo printed; available black, gray; Sm to XL; washable	8.00
#006SP	Gray tee shirt with Logo & Washington D.C. event design. Collector's Item. Sm only	6.00
#007	Nylon matching running shorts; size Sm to L; black, gray; washable	9.35
#012	Our best golf shirt (no pocket) w/Logo embroidered; gray; M to XL	19.00
#012P	Our best golf shirt (with pocket); Logo embroidered; blue or red; M to XL	20.00
#014	Black knit zippered vest w/Logo printed (matches #007); Sm & M	12.00
#016	Black long sleeved sweatshirt; washable w/Logo; Sm to XL	18.00
#016SP	Black long sleeved sweatshirt with Logo and Washington D.C. event design; collector's item; M only	16.00
#016W	White long sleeved sweatshirt w/large Logo; Sm to XL	18.00
#017	Ladies' scoop neck tee shirt w/Logo (washable); gray only; S & L only	10.00
#018X	3 inch iron-on, embroidered patch (black, gray and red border)	3.75
#018	3 inch sew-on embroidered patch	3.00
#019	Snap front, black satin, flannel-lined coaches' jacket w/trademark; M to XL	$35.00
#019W	Match to #019 in white, white cuffs & collar; available M to XL	35.00
#023	Official DeLorean Owners Association tie tac	4.00
#024	Official DeLorean Owners Association club pin	2.50
#026	Brushed silver photo album, 7″ x 8,″ cloth lining, gift box	35.00
#027	Set of 15 notecards linenweave gray with Logo and envelopes	5.75
#029	Club Logo siltone money clip	5.00
#030	License plate frame w/Logo "My Other Car is a Delorean"	5.00
#031	Round Logo chrome member badge for car	10.00
#032	Logo business card case; silver plate	24.75
#033	Leather key holder	4.00
#034	Full set of prototype photos (24)	20.00
	Half set (12)	12.00
#041	Long sleeved, crinkle cotton top; w/Logo embroidered; white; one size fits all	24.00
#042	Short sleeved, crinkle cotton top; w/Logo embroidered; aqua, yellow, peach & white; one size fits all	22.00
#043	100% cotton, oversized tanktop; w/Logo printed; one size fits all; aqua & silver	13.00
#045	Squeeze style siltone keyring; w/Logo	5.00
#046	Child's gray teeshirt w/Logo	6.00
#047	Wall clock w/Logo	29.50
#048	Money clip w/knife and file	6.00
#049	Magazine binder w/Logo, holds 12 magazines	14.95

Past issues of DeLorean World ($6.00 Postage paid per issue): (Photo copies) Vol. 1, #1; Vol. 1, #2; Vol. 2, #1; Vol. 2, #2; Vol. 2, #3; Vol. 3, #1. (Printed copies).

SHIPPING CHARGES: $1.75 for orders 25.00 and under; $3.00 for orders 25.01 to 40.00; $4.00 for orders 40.01 to 55.00; $5.00 for orders 55.01 to 70.00; $6.00 for orders 70.01 to 95.00; $7.00 for orders 95.01 and over. "Please allow 4-5 weeks for delivery." "Include Membership Number." Sales tax @ 6.5% California only.

Prices subject to change without notice. Merchandise offered subject to availability of stock on hand.

The above items may be ordered from Products Director Debbie Spurlin

Mail order and check (including shipping charges) payable to:
DeLorean Owners Association Products,
8900 Oak Park Avenue, Northridge, CA 91325
Phone (818) 993-1433

Technical Correspondence may be directed to

Jon Spurlin
Technical Director
(818) 993-1433

8900 Oak Park Ave.
Northridge, CA 91325

Want to See Your Photo on the Cover of DeLorean World?

Just submit your quality
4″ x 5″ transparency to:
DeLorean World
Kay Myhre
P.O. Box 1116
Sun Valley, CA 91353-1116

You might be on the cover of
DeLorean World

Deadline October 1, 1989
for next issue

Editorial Contributions should be sent to DeLorean World, P.O. Box 1116, Sun Valley, CA 91353-1116. Submissions are subject to review and the author should retain a copy. Photographs should be black and white printed on glossy stock, unless specifically submitted as a cover photo. The DeLorean Owners Association is not responsible for unsolicited materials, which will not be returned unless accompanied by a self-addressed, stamped envelope.

Change of Address: Eight weeks' notice is required for change of address. Please send new address and old address with imprint from recent issue to: DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296.

Subscriptions: DeLorean World is the official publication of the DeLorean Owners Association and is available only to the Association membership and DeLorean World advertisers. Membership information may be obtained by contacting John Truscott, 879 Randolph Road, Santa Barbara, CA 93111. (805) 964-5296.

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Pivot Bolt Support — supports the trailing arm pivot bolt at the outer end — doubling the load capacity of the pivot bolt. Loose and broken pivot bolts aren't just annoying — they are extremely unsafe.

Rear Louver Support — bonds to the center rib to repair broken louvers and to keep good ones from cracking — lightweight. Louvers crack from normal use, not just because the struts are weak. Available Spring 1989.

Heat Shield	**$18.75**
Pivot Bolt Kit	**$220.00**
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EDITOR'S NOTE

BY KAY MYHRE

This is your investment in the future of your DeLorean automobile. You and your DeLorean are distinctive. The staff of DeLorean World welcomes quality manuscripts and quality photographs from DeLorean Owners Association Members for publication. Manuscripts may be written on technical subjects, related historical and current events, DeLorean memorabilia, National and Chapter activities. If you do not wish to write a full-fledged article, you may want to write a paragraph and share practical techniques and innovations regarding your DeLorean. You, as a potential author, should submit your typewritten articles and quality photos to us for review. If your manuscript is accepted, it may be edited by the editorial committee. Please identify each of your photos by photographer, location, event and date, and include names of members pictured. With the exception of cover quality 4x5 transparencies, we cannot return your photos. The deadline for the next issue is October 1, 1989.

Now, I'd like to wish Kerry Carmody good luck in his new endeavor. We will miss him. What makes the magazine great?...People are the secret...talented, committed, and equally dedicated volunteers.

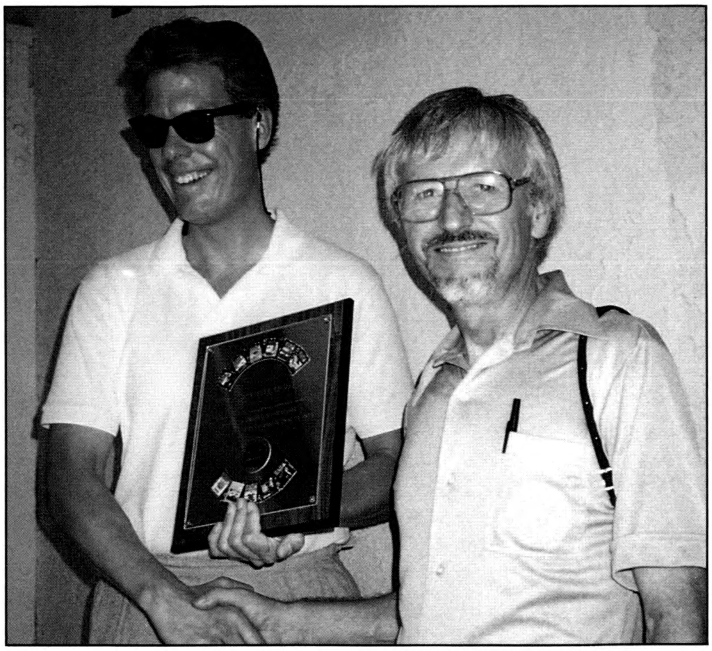
In this issue, Phil Meisinger describes what almost became the new performance challenger in the auto industry...the DeLorean. Then...revisiting Dunmurry, Northern Ireland, Robin McNeill artfully portrays the hospitable ambiance of the Irish on his way to visit the Dunmurry manufacturing plant. When Robin was asked to write about his trip to the factory, little did we know we'd hear about the wisdom of Finn McCool too! In a future issue, you will see an article reprint about the plant today...And don't miss Jimmy Dale's "BAD 81"... 0-60 in 5 flat!

As you read this exciting issue from cover to cover, please remember our advertisers and the many readers who support our efforts in disseminating information about your automobile. New in this issue is the Advertiser Index. Take note of the convenient and distinctive magazine binders designed courtesy of David Knudson. And, last but not least, don't forget to thank yourselves. After all, you're keeping the ball rolling. I look forward to exchanging thoughts, ideas, knowledge, and friendship at DeLorean Expo '89. See you in Cape Cod.

Kay Myhre

Editor

AWARD FOR SERVICE



On a July weekend, 47 DeLorean owners congregated at the San Sylmar Auto Museum, a museum maintained by Merle Norman Cosmetics. Among the approximately 175 rare collectible automobiles (one of which was valued at $10 million) is a 1983 DeLorean. A fine collection of rare antique musical player devices are exhibited on the upper floor of the museum. After the excursion to this exclusive museum, we were invited to the home of the Bernsteins, who also appreciate fine automobiles. The highlight of this occasion was a presentation of a plaque, by Kjell Myhre, acknowledging the outstanding contribution Kerry Carmody has made to the Association as Editor from 1986 to 1989. Although he has resigned as Editor, he'll continue his association with our organization indefinitely.

Dues are increasing by $6.

When you receive your membership renewal form, you will notice that our dues have increased for the first time in four years.

This increase reflects, plain and simply, the increased cost over the last four years, of everything from paper to legal services.

Although this increase, spread over a year's span is rather small, it will enable us to continue the quality of DeLorean World magazine and actually provide additional advantages such as Service Center Directories and expanded chapter assistance.

Area Regional Chapter Calendar of Events for 1989

Past – Present – Future

Have you missed an event in your local area? For information regarding future activities, contact your local Area Regional Chapter Coordinator for upcoming dates and add your name to their mailing list.

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Dick Crawford, Coordinator
(617) 665-6050 or (617) 722-6060

May 6-7	DeLorean Car Care Clinic by Rob Grady – Northboro, MA
June 18	Newport Motor Car Festival – Portsmouth, RI
Aug. 4-6	Chapter 22, 35 & 36 Weekend Get-Together Sturbridge Sheraton Resort, Sturbridge, MA
Oct. 12-15	DeLorean Owners Association National Convention – Cape Cod, MA

AREA REGIONAL CHAPTER 7

No. Illinois, So. Wisconsin
Don Gowler, Coordinator
(312) 894-9082 or (312) 576-6484

April 23	Meeting and Brunch – Libertyville, IL
May 20	Technical Session – Union, WI
June 21	Technical Session – Union, WI
Aug. 13	Rallye
Sept. 16	Technical Session
Oct. 22	Weekend Event – Galena, IL

AREA REGIONAL CHAPTER 5

Georgia
Thomas Long, Coordinator
(404) 449-1968

Feb. 25	Technical Session – Lilburn, GA
March 19	Meeting, International Motorsports Hall of Fame, Talledega, AL
April 21-22	Jekyll Island Club on the Georgia Coast
May 20	Technical Session, 10am to 1pm 6th Annual British Motorcar Meet, Chateau Elan, 1 pm to 5 pm Barbecue and Evening Program, 5pm until ? Gainesville, GA
June 24	Picnic at Dombrowskis' in Duluth, GA.
July 29	Clinic day at Ecotech Machinery in Lilburn possibly in conjunction with a social gathering
Aug. 2	Regional Antique Car Show, Clarksville, GA
Sept. 17	Devereux/Brumos Porsche Fun Rally, Marietta,GA
Oct. 7, 8	Trip through the Smokies; Saturday night at the Park Vista Hotel, Gatlinburg, TN.
Nov. 18	Clinic Day.
Dec. 16	Dinner Dance & Christmas Party at the Atlanta Athletic Club.

AREA REGIONAL CHAPTER 9

Southeast Texas
Harold McElraft, Coordinator
(713) 497-8195 or (713) 993-4260

Feb. 25	Technical Meeting
March 7	Meeting – 7pm, DeLorean One, Houston, TX
March 11	St. Patrick's Day Parade – Houston, TX.
March 19	Parade and Dinner, Galveston, TX.
May 2	Meeting – 7pm, DeLorean One, Houston, TX
July 11	Meeting – 7pm, DeLorean One, Houston, TX
July 22	Drive to Wildwood Resort City (Car care seminar, Golf, Lunch, etc.)
August	Mid-August Technical Meeting (Car evaluation and Cook-out)
Sept. 3	Meeting – 7pm, DeLorean One, Houston, TX
Sept. 24	Houston/SCCA & Chapter 9 TSD Rallye
Oct. 12-15	National DeLorean Owners Association Convention, Cape Cod, MA
Oct./Nov.	Chapter 9 Anniversary Meeting & Dinner
Nov. 5	Houston Proud Weekend Gimmick Rallye sponsored by AIA
Nov. 7	Meeting – 7pm, DeLorean One, Houston, TX
Dec. 9	Annual Christmas Party
Jan. 9, 1990	Meeting – 7pm, DeLorean One, Houston, TX
February	Technical Meeting & Evaluation (Parade Prep)
March 6	Meeting – 7pm, DeLorean One, Houston, TX
March 17	St. Patrick's Day Parade and Lunch

AREA REGIONAL CHAPTER 16

Maryland, Virginia, Washington D.C.
Dick Fleming Coordinator
(703) 698-9162

May 13	Technical Session – Annandale, VA
June 10	Crab Feast
September	Weekend at Deep Creek Lake, MD (very tentative)
Sept. /Oct.	Autumn Caravan to Virginia Wine Country (tentative)
Dec. 3	Christmas Party

AREA REGIONAL CHAPTER 32

West Virginia, East KY, S.E. Ohio
Ed Guenther Coordinator
(304) 586-3591

June 3	Horse Racing in Kentucky; Red Mile Track Lexington, KY.
Aug. 19	Baseball in Ohio; Cincinati Baseball Game Package, Cincinnati, Ohio

September ?	Visit West Virginia Greenbriar Hotel Tour White Sulphur Springs, WV
May, 1990	Annual Picnic

AREA REGIONAL CHAPTER 12

Southern California
Dev Michael, Coordinator
(805) 373-5145

Sept. 17	Will Rogers State Park Picnic
Dec. 1-3	Palm Springs Weekend

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers ,Coordinator
(515) 491-1248

April 16	Long Island Marriott in Uniondale
May 21	Sport Car Club of America meet at Planting Fields Arboretum in Oyster Bay.
June 4	Picnic, Heckster State Park.
Aug. 4-6	Chapters 36, 35 and 22 Weekend Get-Together Sturbridge Sheraton Resort, Sturbridge, MA Bob Longuemare (617) 848-3313
October	Caravanning to Cape Cod in October to the National Convention with all our cars taking the ferry to Connecticut.

AREA REGIONAL CHAPTER 35

Stoney Point, New York
Gail Geraldi, Coordinator
(914) 928-2321 Ext. 239 or (914) 429-0121

Aug. 4-6	Chapters 35, 36 and 22 Weekend Get-Together Sturbridge Sheraton Resort, Sturbridge, MA Bob Longuemare (617) 848-3313

AREA REGIONAL CHAPTER 17

Central California
Dean Kimball, Coordinator
(415) 944-4982

Jan. 20 –	Green Hill Country Club Dinner, Millbrae, CA.
March 18 –	St. Patrick's Day Parade, Dublin, CA.
April 22, 23 –	Inspection Weekend w/DeLorean Motor Center, Walnut Creek, CA.
June 9,10,11–	Hyatt –Lake Tahoe Event, Incline Village, NV.
July 9 –	Concours d'Elegance, Lafayette, CA.
Aug. –	Tour of Behring Auto Museum Wine & Cheese Reception with Pre-Production DMC, Blackhawk, CA. (Date not set)
Sept. 10 –	Sunday Brunch, Sausalito, CA.

MEMBER COMMUNICATION COMMITTEE

BY PHYLLIS BALDERSTON

Your Board of Directors of the DeLorean Owners Association is composed of many dedicated volunteers – with an emphasis on the word "volunteers." We spend one full Sunday every month at a board meeting going over DeLorean Owners Association business, discussing the magazine content, making plans for national events, trying to aid the local chapters in their activities, and, in general, supervising the complexities of an organization numbering almost 2000 members. We also run businesses or hold jobs, raise families and even occasionally partake of other activities not related to DeLorean Owners Association or DeLoreans in general. In short, we have personal lives.

Over the past several months, President Kjell Myhre and a few other Board Members have received inquiries from interested members concerning the activities and direction of the organization. These letters could not be answered with a quick expedient note, but instead called for time and thought by the respondent. For that reason, some of them have been put on the back burner—held until such a time that Kjell or someone else could give them the thoughtful attention they deserve.

For these reasons, your Board of Directors has established a Member Communication Committee, comprised of David Knudson, Chairman; Jan Harde, and Phyllis Balderston. This committee will make every effort to answer all questions as quickly as possible.

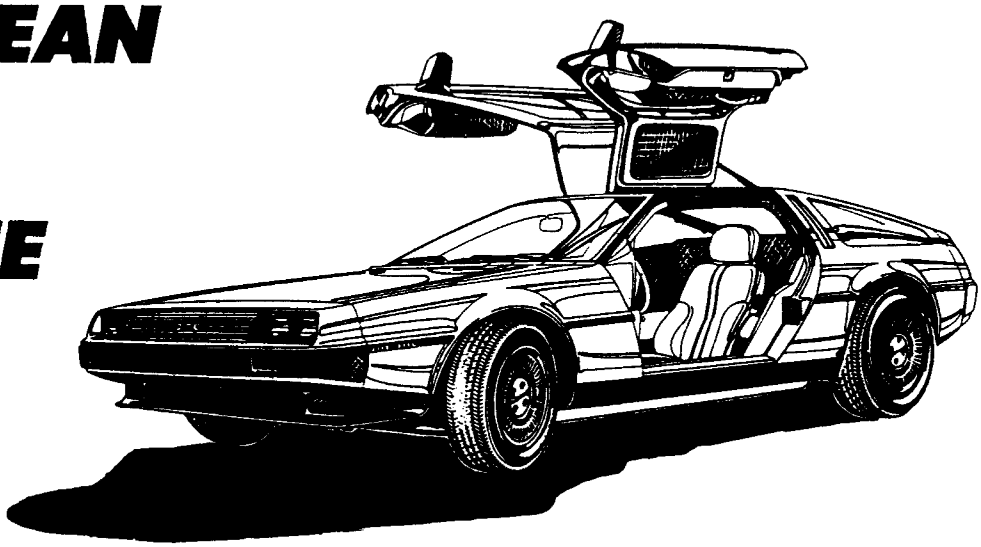
Please bear in mind that Los Angeles is a huge and sprawling city, and we three live many miles and freeway time apart. We will try to meet together at least once a month to discuss and provide information to the correspondents. In return, we ask that your letters be serious, not frivolous, and that they address legitimate concerns.

We expect that by establishing this committee, we will take some of the load off the President's shoulders, which are already weighted with the task of running this great organization.

Please send correspondence to:
David Knudson
1149 Arcadia Ave., #3
Arcadia, CA 91007

MORE REGIONAL NEWS PAGE 21

DELOREAN
SALES
SERVICE



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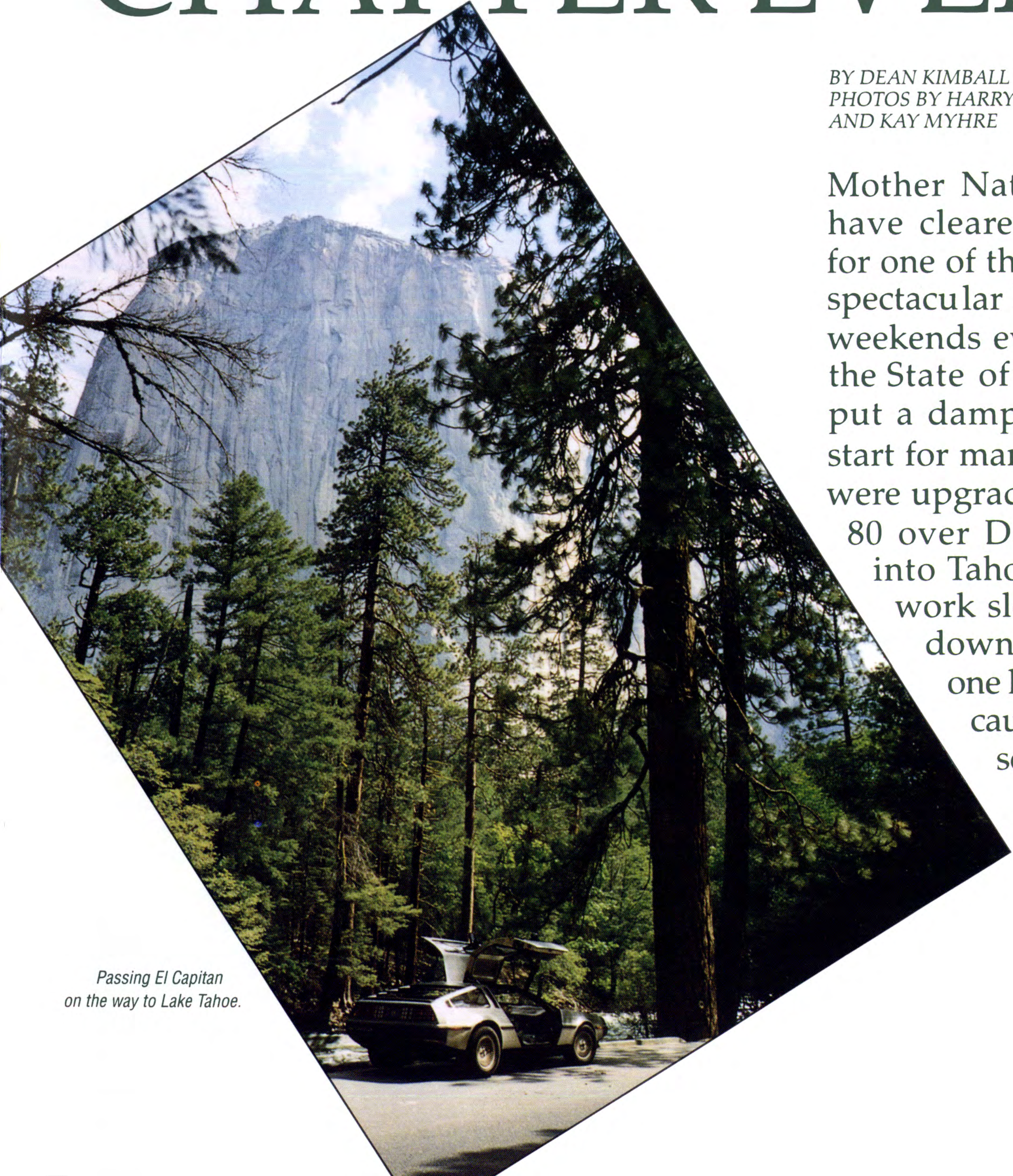
Chapter 17 Stages the First

3-DAY CHAPTER EVENT



Passing El Capitan on the way to Lake Tahoe.

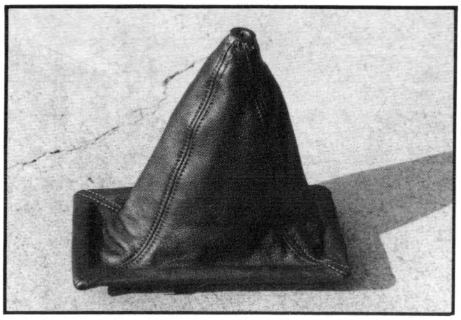
BY DEAN KIMBALL
PHOTOS BY HARRY SHUGER
AND KAY MYHRE

Mother Nature may have cleared the skies for one of the most spectacular DeLorean weekends ever. But, the State of California put a damper on the start for many. They were upgrading Hwy. 80 over Donner Pass into Tahoe. The work slowed traffic down and into one lane. This caused, for some, up to a 3-hour delay.

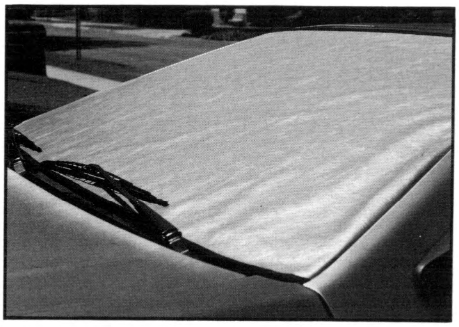
CONTINUED ON PAGE 34

De Lorean Parts

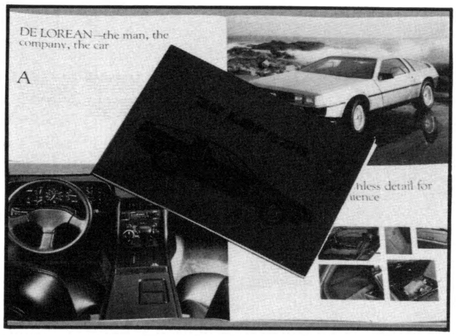
TERI JENNINGS **1202 N. Dalton, Azusa, CA 91702, (818) 334-5262**



SHIFTER BOOT – Exact replacement that WON'T SLIDE AROUND! Steel base and Cabrette Leather. Black (Easy installation). $79.95.

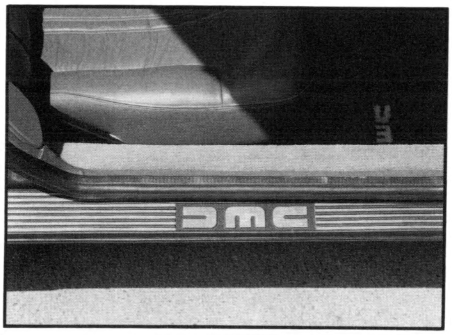


INTERIOR PROTECTOR – Keeps sunlight out of the car completely. Fits on the outside of the windshield and locks thru the doors thus eliminating heat as well as damaging ultra violet rays from entering your car. Cotton back so it won't scratch! Rolls or folds up for easy storage. $39.95.

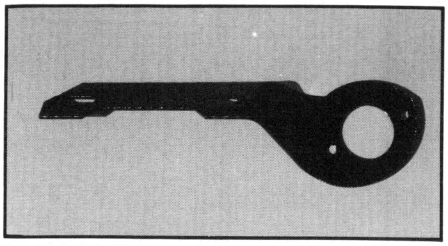


ORIGINAL DELOREAN BROCHURE – Original full color brochure that came with the car. 16 pages with 2 large, fold-out color pictures of the car. $8.95 ea.

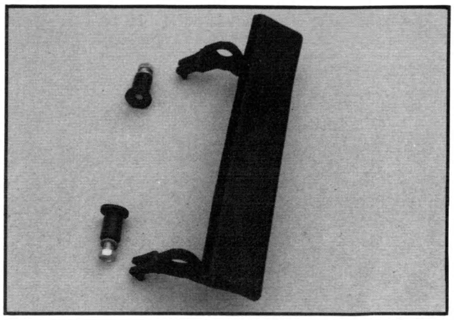
"NU DESIGN" BUMPER & DOOR SILL LETTERS – These letters are made of a vinyl material that look exactly like the stainless steel on your car. The letters are mylar covered so they never need polishing. They are guaranteed for 5 years. Bumper Letters $34.95, Door Sill Letters $29.95,
Both only $59.95.



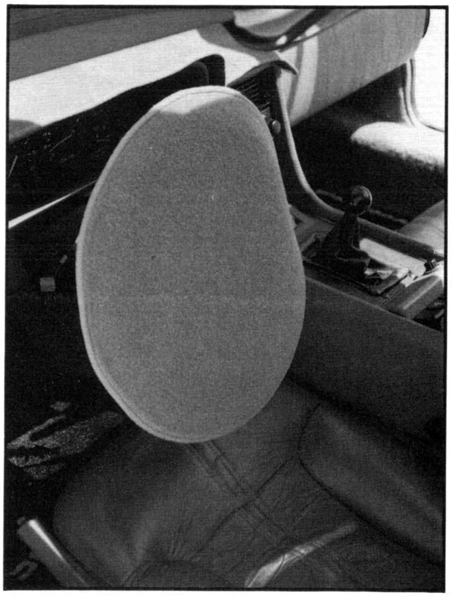
DOOR SILL DRESS-UP STRIPS – Dress up the entry to your Delorean with these stainless looking strips that glue on the door sill entry. They look great and are easy to install. $29.95 both doors.



MUFFLER BRACKET – Replacement Muffler Brackets fix that weak link that holds that muffler up. Cut from 1/8 inch steel plate, ready for easy installation. $29.95 each.



ALUMINUM DOOR HANDLES – These are exact copies of the plastic door handles, but made of die cast aluminum anodized black with all instructions for easy installation. They won't break. $49.95 each.



STEERING WHEEL COVER – Keeps the sun's heat and damaging ultraviolet light off that expensive leather wrapped steering wheel. Slips over the steering wheel so it's easy to take on & off. Can also be used on other cars. $10 each.

Send for a free catalog.
Send check or money order to:

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(CA residents add 6.5% sales tax)
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DON'T MISS
DELOREAN
EXPO 89

Come to olde Cape Cod.

The Association is having only one national event in 1989 and it's going to be a real winner.

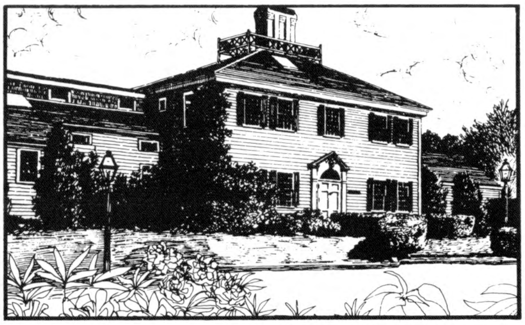
We have chosen the most elegant, spacious, picturesque and romantic hideaway on Cape Cod…the Wequassett Inn. Situated only minutes from historic Chatham, the Inn stretches along 1/2 mile of windswept, sandy beach.

Wequassett is a creative collection of restored 19th Century homes and modern day, Nantucket style dwellings sprinkled artfully through 25 acres of pineforest.

The Cape is famous for fresh seafood, sailing, deep sea fishing and beachcombing. And Wequassett offers the finest.

This will be our first four day event so mark your calendar for **October 12-15th** now. You'll be receiving all of the details in your invitation in mid-summer.

WEQUASSETT INN



Captain Freeman Ryder Dining House

DELOREAN OWNERS ASSOCIATION

This is the engine developed by Legend Industries as depicted in the book "Stainless Steel Illusion" by John Lamm, Road and Track Editor, entitled "Turbocharging From Legend Industries," pg. 110-111. The only factory-installed turbocharged system is now owned by DeLorean Owners Association Member C.A. Meisinger of Odessa, Texas, VIN #000502. For promotional purposes, another turbo engine was developed by Legend (as pictured). This particular engine, now owned by Ed Bernstein, co-owner of DeLorean One, was displayed around the country. In a marketing effort to boost sales of the car in a weakened economy, and in an effort to negate comments regarding the automobile's lack of power by various automotive magazines and experts, the DeLorean Motor Company prepared the prototype of the twin turbocharged engine that was to be introduced in the 1984 model...which was never produced.

Editor

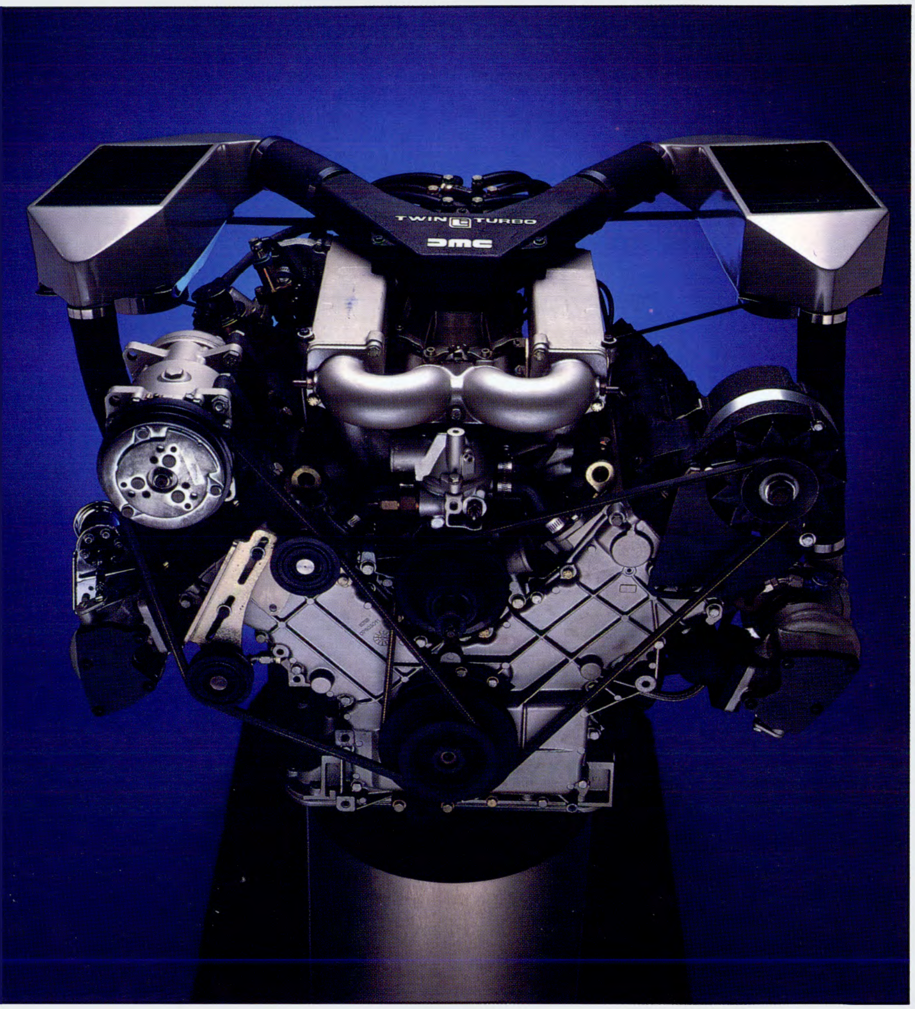


PHOTO COURTESY OF: DELOREAN ONE, CANOGA PARK, CALIFORNIA

"Twin Turbocharged DeLorean Engine"

BY LEGEND INDUSTRIES

I recently had the opportunity to meet Phil Meisinger at the Universal Sheraton Hotel, and a very enlightening conversation ensued. I became aware of his participation in the still-unfolding DeLorean saga. Mr. Meisinger was an executive of a major contributing supplier for the original manufacture of the DeLorean automobile. He has kindly agreed to share his experience with our DeLorean World readers. You may want to refer to his previous article in DeLorean World, Vol. 5, No. 5.

Prior to participation with Legend Industries, Phil Meisinger was Chairman of the Board of Uniworld Insurance Company, the providers of warranty—mechanical breakdown insurance—for the turbocharger system produced by Windblown Industries (President – Fred Dellis, New York) for the first turbocharged Porsche in the United States (1978).

As a result of Mr. Meisinger's previous association with Windblown Industries, he became a personal investor with Windblown Industries and Chairman of the Board of Legend Industries. Legend Industries obtained the world contract for the production of the turbocharger system for Fiat in 1979 (1500 units in the U.S.)...and for the DeLorean turbocharger system in 1981.

EDITOR

Great Automobiles are the Product of GREAT DREAMS

BY PHIL MEISINGER

I clearly remember sitting in John DeLorean's living room in his Malibu beach house in 1979 and listening to an incredible dream. I remember thinking that men like Ferrari and Porsche must have had dreams like the one that I was hearing. John dreamed of a great automobile that would proudly carry his name and that would make a statement about the future of automotive engineering. In the years that we remained acquainted, his dream was steadfast. He ultimately made compromises in the final product, the way that every engineer who lives in the practical world must do, but in each case he had immediate plans to improve on the major compromises and refine the minor ones to live up to his ideals.

In a test run at Bridgehampton Raceway in 1981, #502 blew the doors off of a Ferrari 308, a Porsche 928, and a high-performance Corvette.

Time and money, rather than lack of imagination or ingenuity, forced most of the compromises on the initial production run. It was an enormous undertaking to design an automobile, raise the money, build a factory, hire and train the personnel, set up a dealer network, and promote the product all in one orchestrated effort. John had flair and expensive tastes in everything that he did. When the smoke cleared from the pre-production stage, the DeLorean Motor Company was $60,000,000 over budget. That condition dictated certain compromises that showed up in the DeLorean automobiles, but John was determined to incorporate the best of the dream into the first vehicles and to incorporate the rest of the dream soon thereafter.

John believed that automobile design should be distinctive, tasteful, functional, and, of course, beautiful. Even after delivery to customers began, he was in communication with the famous ITAL Design Center of Italy regarding innovations in the already daring DeLorean design. In keeping with his design philosophy, gull wing doors presented an image of grace and exotic appearance. From a practical application, they require one-third less width space to fully open. John foresaw crowded parking garages being able to accommodate one-third more DeLoreans and parking spaces where passengers wouldn't dent and ding each other's doors trying to get into and out of their cars.

John believed that the combination of plastics and stainless steel displayed a unique and tasteful image while extending the life of the vehicle by protecting it against rust and corrosion. He often stated that DeLorean owners deserved the longest lasting vehicle possible, since, for many of them, it would represent the second largest investment in their lifetimes.

John believed that DeLorean automobiles should have a "state of the future" suspension system with design benefits combining safety, comfort, and sports car maneuverability. He contracted with Lotus to design the DeLorean suspension on a level with the world's most expensive and highest performing automobiles.

John believed that power train reliability, fuel efficiency, and exhilarating performance could go hand in hand. The initial DeLoreans were delivered with fuel efficient V6 engines built by Renault and durability proven in thousands of Volvos. Before production stopped, John had already ordered 5,000 high performance, twin-turbo-charged engines from Legend Industries to make the DeLorean one of the best performing Grand Touring automobiles of all time. I saw that engine tested on a dynamometer at 6,000 RPM at maximum horsepower for two hundred nonstop hours without a systems failure. That is equivalent to driving your car wide open for 30,000 miles. In an unheard-of precedent for high performance engines, John ordered the Legend power train to be delivered with a 5-year, 50,000 mile warranty. When the final production design high performance engine was installed in DeLorean prototype #000502 and delivered to John personally, it was a delight to drive. The road manners of #502 were impeccable. It would lug in fifth gear without a shudder or groan and pull without hesitation or complaint past 150 MPH with comfort, safety, and reliability. In a test run at Bridgehampton Raceway in 1981, #502 blew the doors off of a Ferrari 308, a Porsche 928, and a high performance Corvette.

Because of the DeLorean's short-lived production, many planned refinements and major component changes never had a chance to be implemented. The first production run DeLoreans were in many ways similar to the man who created them; they were unique, they had flair, they epitomized dreams of the future, and they had their share of compromises caused by too much too soon.

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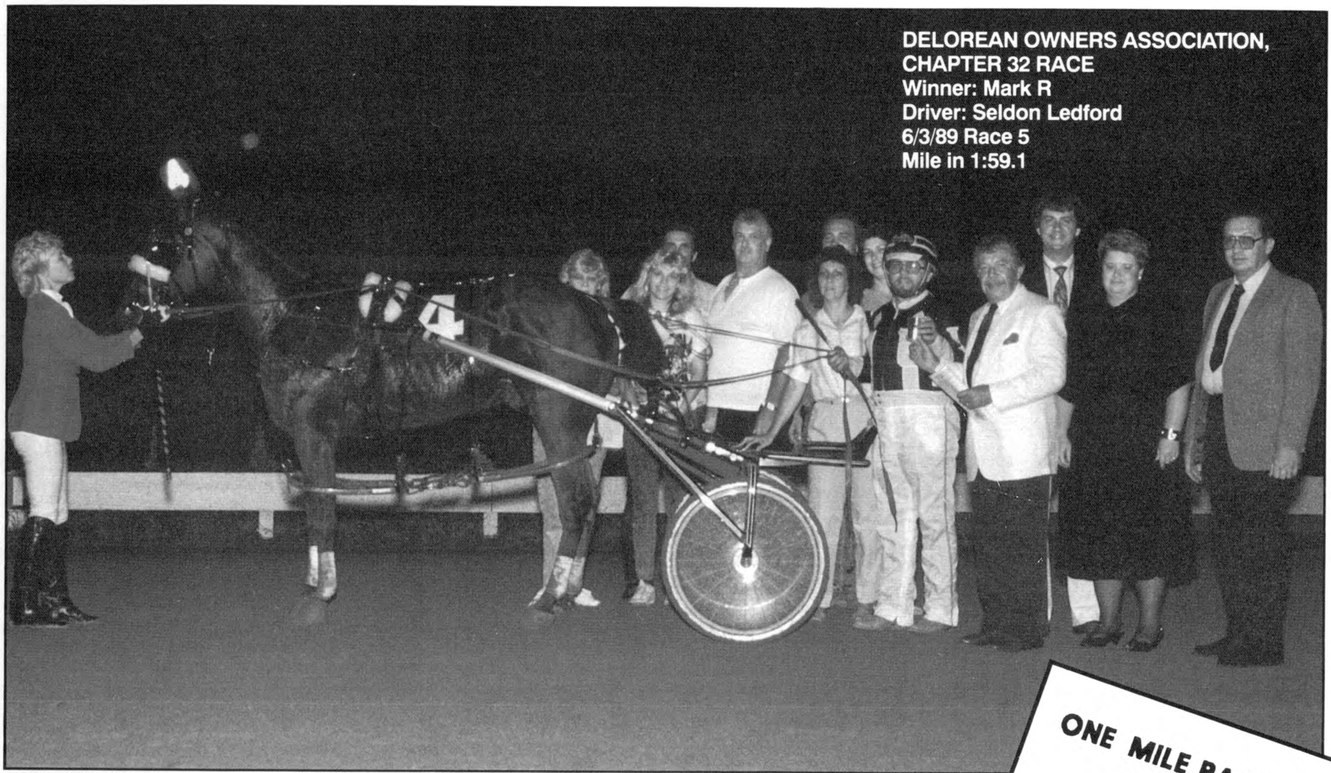


DELOREAN OWNERS ASSOCIATION, CHAPTER 32 RACE
Winner: Mark R
Driver: Seldon Ledford
6/3/89 Race 5
Mile in 1:59.1

Area Regional Chapter 32

by Ed Guenther

"It is post time," "they're off," "and the winner, by a nose in Race 5 is Mark R." Yes, we did it! Members of Chapter 32 went to the races—not just ordinary races—but the "Trotters," at Red Mile Track in beautiful Lexington, Kentucky. Thanks to Charlie and Bonnie Dean of Nicholasville, who made the superb arrangements for our most enjoyable visit.

We left West Virginia in the morning, had a leisurely drive to the Bluegrass Country of Kentucky, and arrived at noon for lunch and shopping at Victorian Mall, a converted 3-story ex-factory building with elevators, walkways, and escalators. At the Campbell House, we had some tech chatter, droopy door adjustments, and lug nut torquing by Matt Gilberto and Mike Meadows. Then our convoy drove to the Red Mile Track for a prime rib dinner hosted by Doris Rice.

The fifth and feature race was named in our honor, "DeLorean Owners Association, Chapter 32." Officers posing with the winning horse and driver in the Winner's Circle (Photo) are: Ed Guenther, Mike Meadows, Mary Walker and Matt Gilberto.

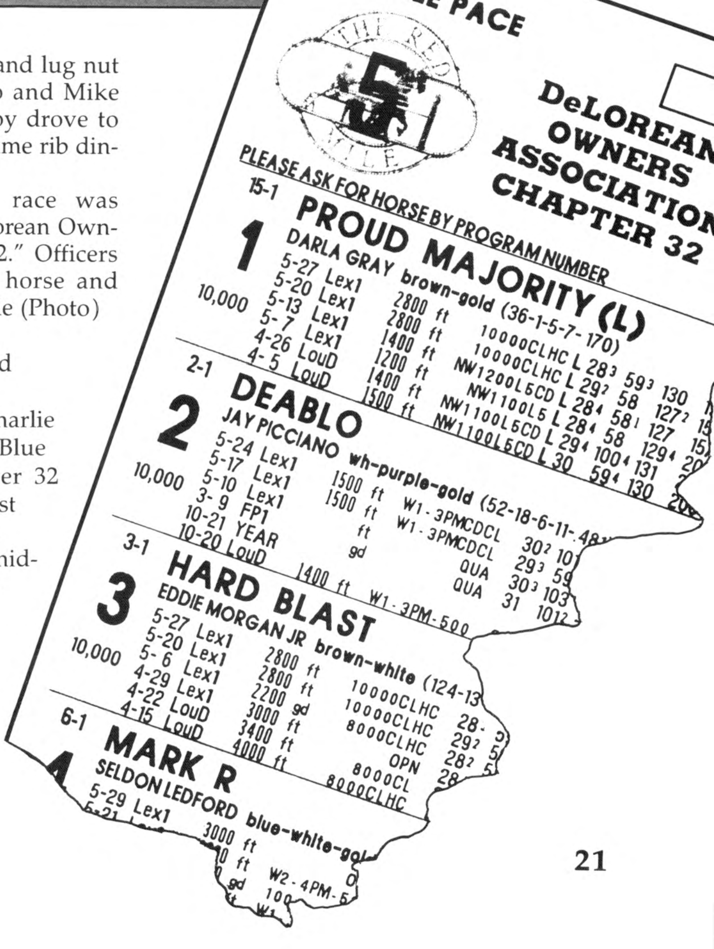
After Sunday brunch, Charlie Dean conducted a tour of Blue grass Horse Farms. Chapter 32 members toured Almahurst Farm, Lexington, Kentucky. Our next outing will be in mid-August to Cincinnati, Ohio and an evening of baseball with the Cincinnati Reds.

Area Regional Chapter 17

Dean Kimball, Co-ordinator

In the next issue, see "Chapter 17 Helps Establish Local Service Center in the San Francisco Bay Area.

MORE REGIONAL NEWS PAGE 25



ONE MILE PACE

DeLOREAN OWNERS ASSOCIATION CHAPTER 32

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2-1
2 DEABLO
JAY PICCIANO wh-purple-gold (52-18-6-11-.48
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5-24 Lex1 1500 ft W1-3PMCDCL 30^{2}
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5-10 Lex1 ft QUA 30^{3} 103
3-9 FP1 gd QUA 31 101^{2}
10-21 YEAR
10-20 LouD 1400 ft W1-3PM-500

3-1
3 HARD BLAST
EDDIE MORGAN JR brown-white (124-13
10,000
5-27 Lex1 2800 ft 10000CLHC 28
5-20 Lex1 2800 ft 10000CLHC 29^{2}
5-6 Lex1 2200 gd 8000CLHC 28^{2}
4-29 Lex1 3000 ft OPN 28
4-22 LouD 3400 ft 8000CL
4-15 LouD 4000 ft 8000CLHC

6-1
MARK R
SELDON LEDFORD blue-white-go
5-29 Lex1 3000 ft
ft W2-4PM-5
gd

ROOTS...

Belfast and DeLorean Too

BY ROBIN McNEILL

shop
RIA 7126
DeLorean

Irish Street Scene – 1981 Courtesy: Newsletter, Belfast, Northern Ireland

Why did you buy your DeLorean? Probably because you liked the stainless steel, the gullwings, the looks, the price (?), the economy of operation, and some other subtle reasons. Well, when I think back to 1983, most of these reasons apply, plus there is one other which few other owners have: I was born in Belfast!

I had not visited Northern Ireland since 1981, so my recent trip was indeed a "roots" excursion precipitated by the low, low Pan Am fares in May. This was a wonderful opportunity to visit friends and places – the friends can come and visit, but the places cannot.

I remember trips in 1980 and 1981 when I saw DeLoreans driving around the countryside (what a great job!) testing the worthiness of the machine. I can just imagine the local people drooling at these sleek autos which were financially out of reach and not very practical as the primary utilitarian vehicle of the family. I did not see them on the M1 motorway but I can imagine the top end getting a checkout there. This brings back memories of 1967 when I tested my new Rover 2000 on the M1. There was no speed limit then, so it was fun to drive at over 100 mph without any fear of Highway Patrol. The only problem with this is catching up with Morris Minors doing 35. Also, I recall driving past the DMC factory on my 1981 trip – wish now that I had taken the time to inquire about a tour of this once great enterprise. I might add that my friend there, Michael Hurrell, went to the factory auction and bought several file cabinets containing interesting records which he sent to me.

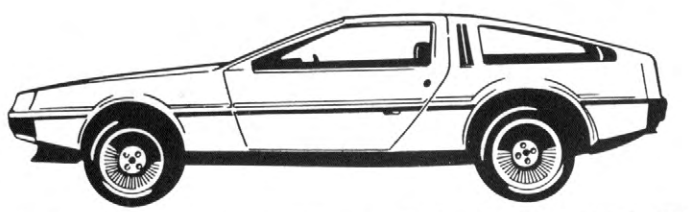
To zoom back to the present, I should point out that if you have any inclination to visit Northern Ireland, GO! Notwithstanding all the stuff that you read in the newspapers and see on the telly, Northern Ireland is the most overlooked tourist attraction in Europe. You seldom see any mention of NI in tourist literature, so if you have any questions please feel free to call me. Belfast is a short hop from London on hourly flights and once there, the car renters will take care of your needs. Arrange it ahead and get a good deal for a whole week. If you ship your DeLorean over, you will be a big hit and you can take the ferry from Stranraer in Scotland to Larne. A word of caution: driving on the left with the steering wheel on the wrong side is not fun as you pass trucks on narrow country roads.

SOLITUDE BY THE SEA

Irish green, Robin McNeill, and Belleek China too.

Belfast has been home to many entrepreneurs over the years. Did you know that the inventor of the pneumatic tire was a veterinarian named Dunlop from Belfast? Harry Ferguson was a tinkerer who made the small farm tractor the useful tool it is today by inventing the hydraulic arms which raise and lower the implements. Today the company is known as Massey Ferguson as a result of mergers. In 1936 the first Ferguson tractors were built by David Brown which still makes fine farm tractors and the Aston Martin. Ever wonder where the DB came from? The Titanic was built by Harland & Wolf once reputed to have the largest shipyard in the world. Close by is Short Brothers, commonly called "Shorts," which is said to be the oldest aircraft factory in the world. Harry Ferguson also built an airplane or two. One of his 1936 tractors and an airplane can be seen in the Ulster Folk and Transport Museum. The Titanic rests elsewhere. Speaking of airplanes, Belfast had two air raids in WW II. Harland & Wolf and Shorts were the targets but the residential sections were also devastated. I grew up on a farm about 60 miles away so my wartime experience was limited to obtaining chewing gum from the American troops. Oh, I do remember those wonderful Sunderland flying boats coming and going on

CONTINUED ON PAGE 40



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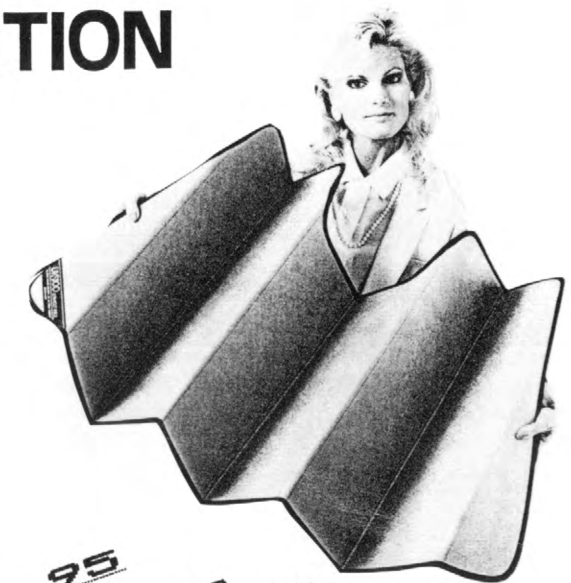

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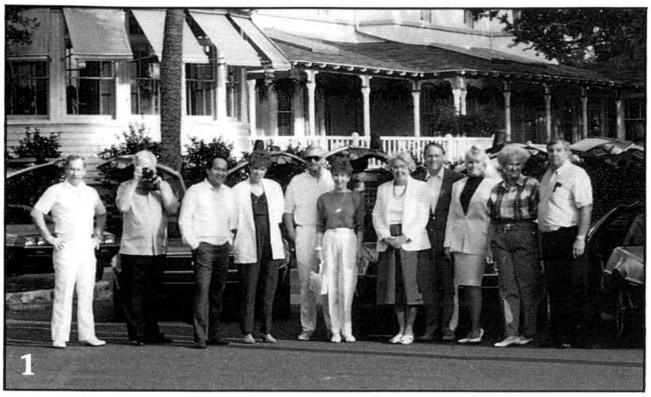

1

2

Area Regional Chapter 5

by Tom Long

In April, Chapter 5 went to the Georgia Coast for a long weekend at Jekyll Island. Seven cars made the trip including a visit to the Millionaire's Club. The aspiring millionaires in Photo 1 are, from left to right: John Jordan, Harold Widden (taking a picture of the photographer), Vinhson and Sandy Nguyen, Milton and Katherine Moore, Simi and Tom Long, Laura Widden, Barbara and Dick Dombrowski. Simi Long describes the event as the most relaxing weekend in years. Special credit for making the longest trip goes to the Nguyens from Oak Ridge, Tennessee, a trip well worth it. Four cars caravanned from Atlanta, including the Nguyen's. Milton and Katherine Moore were already there, having made the arrangements for the rest in beautiful island surroundings.

A busy 3-event day in May started out with rain on the way to the tech session at the Heningers'. Weather clearing by 10 a.m., 12 cars showed up and Joe LoRé was able to complete the safety inspections by 11:30 when the caravan began navigating on country roads to Chateau Elan to participate in the Annual British Motor Car Day for muscular dystrophy. We had the largest representation of any car model even though there were about 250 cars on display.

We made a grand entrance with all of our "Wings" in the flight position as we came up the long driveway and turned into the reserved space.

During the awards ceremony, DeLorean Owners Association Chapter 5 presented Joe LoRé with a plaque in appreciation for the technical expertise and service that he has provided DeLorean Owners in the Southeast. We all feel that our cars are in better running condition because of his unselfish help.

Thereafter, we caravanned back to the Heningers', enjoyed a barbecue, and conducted a short business meeting to plan the year's events. The Chateau Elan Winery, near Braselton, Georgia is pictured in Photo 2. We had 12 cars lined up. The Chapter 5 contingent are, from left to right: (Standing) Debra Caudell, John and Sherry Jordan, Gerri Houck, Judy Hager, Simi Long, Lynn Kirkland, Sandy and Vinhson Nguyen, Dick and Barbara Dombrowski, Laura Widden, Joe LoRé; (Kneeling) Mark Cochran, Byrne Heninger, Tom Long and Howard Widden.

Area Regional Chapter 7

by Jay Steinberg

"These cars are in pretty good shape!"

That was the overall opinion of Don Steger and Don Eitleman on May 20, 1989. Twenty-two cars (and driver-owners) turned out for the most comprehensive technical analysis session Chapter 7 had ever attempted. We invited Steger, co-owner of DeLorean Motor Center in Garden Grove, California, to return for the second time because his talk to us last year yielded so many benefits. He showed the proper technique for cooling system flush, air conditioner maintenance and door adjustments. One of our members is gracious enough to make facilities available so that we can implement what we learn. Don says no other chapter he has seen has this type of facility or the overall enthusiasm that our members display.

This year, he brought along his partner, Don Eitleman, and a 60-point checklist of safety and maintenance items with which to inspect our cars. We had to guarantee that a minimum number of cars would pay his nominal fee. We exceeded the minimum, and hopefully made Don Eitleman's time at the parts sales table worthwhile.

The prevalent problems found were: oil leaks at the pressure switch and rear engine seals, and old hoses and belts. Two cars had loose trailing arm pivot bolts. The cars which had the pivot bolt support kit installed last year at one of our club tech meetings are in fine shape! A few cars still lack the relay and circuit breaker modifications. Some still have the plastic clutch line instead of the braided, stainless one and yes, they are hard to shift when warm. A few don't have the front crumple tube safety supports or ball joint and locking nut modifications. There are some torn weatherstrips and upholstery problems, but none of our cars is a "high mileage basket case" frequently turned up at the California shop or inspection tour. Bodies have a few parking lot dings, but no "butchered-up" installation or "quick-fix" examples turned up. Our members work together to solve and prevent problems and it shows in the condition of the cars. "Some of them are like brand new!" (The cars, not the members.)

“There goes another ‘discount’ part.”

Richard Storey

“You wouldn’t believe some of the things I’ve seen. Hardly a day goes by anymore that a DeLorean doesn’t show up with a defective part.

“I guess some companies are unloading old, deteriorated parts now at ‘discount’ prices. Unfortunately, these parts don’t last long and it’s the customers that end up really paying for them.

“Another thing I see a lot of is inferior and incorrect parts. That’s where someone has sold a customer either a poor copy or a completely wrong part for his DeLorean. They either give out fast or a lot of times, they’ll cause even more damage.

“Because I make my living fixing DeLoreans, you might think I’d be happy about all this work. But, I’ve always had plenty to do. And, it’s no fun telling a customer he needs a brand new ECU unit only a week after he’d bought one someplace else.

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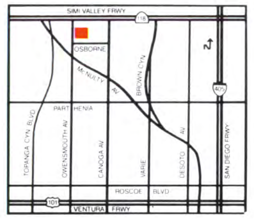
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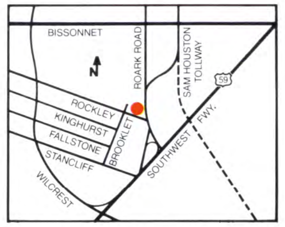
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DELOREAN OWNERS ASSOCIATION

"BAD 81"

BY JIMMY DALE
PHOTOS BY JIMMY DALE AND KJELL MYHRE

At the age of 14 I bought my first DeLorean and a twin turbo was installed—but that was not enough, so two years ago I sold it to my Dad, Jim Dale, and started over.

"BAD 81" has had one previous owner. He would never recognize my "D" because of all the changes I've made on it. First it was lowered and a 175 mph speedometer was added. I drove it for a year that way. Then I decided to "chrome out" the engine.

My first thought was to install a 351 Cleveland, but Don Steger of DeLorean Motor Center said a 350 Chevy would fit better.

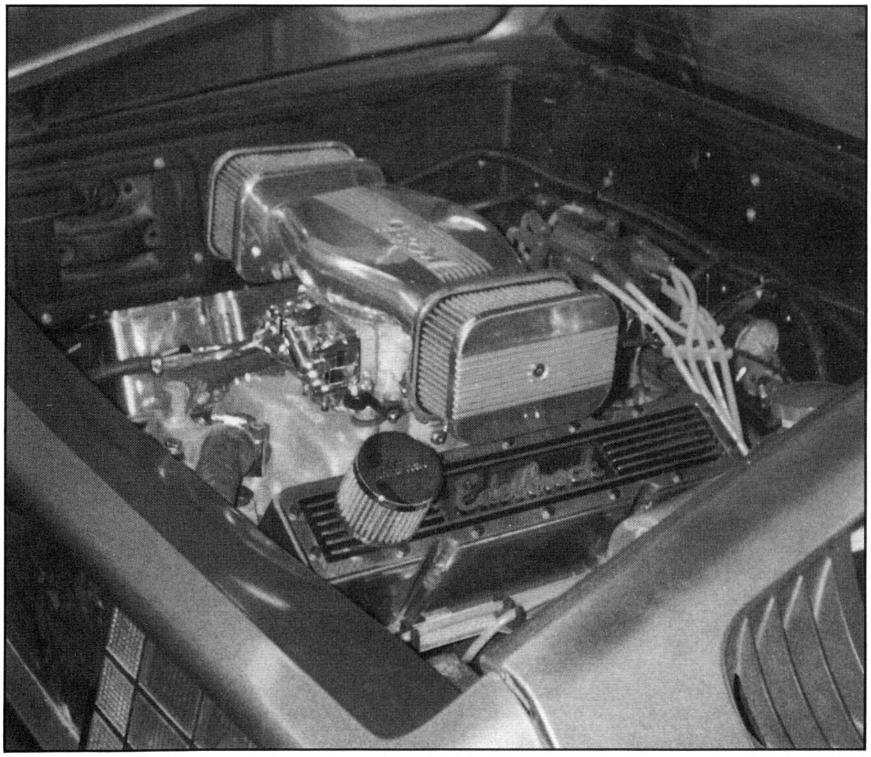
The twin turbo was removed and replaced by the V8 350 engine. There is a big difference in power. A bell housing had to be modified to fit the 350 Chevy and standard transaxle. The DeLorean bell housing was cut in half and the unit was welded together. Motor mounts were made out of T-1 steel at a machine shop and they were matched up with the side mounts on the Chevy block. An eleven-inch Chevy clutch and pressure plate were made. The bell housing has a special release bearing that will eliminate clutch slave, fork, and pivot bolt for easy release.

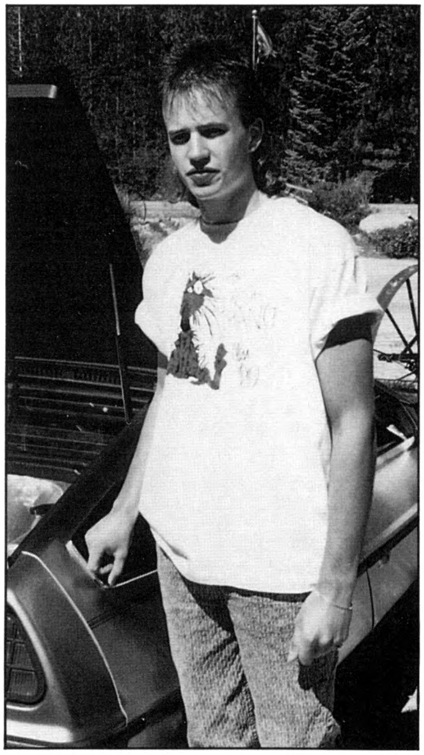
The 350 Chevy engine was bored out 30/1000 and has 10.5 to 1 TRW forged pistons. It has a steel crank shaft with Corvette heads and 650 Holley double pumper. The engine was six inches too long so modifications were made to the rear frame and fascia.

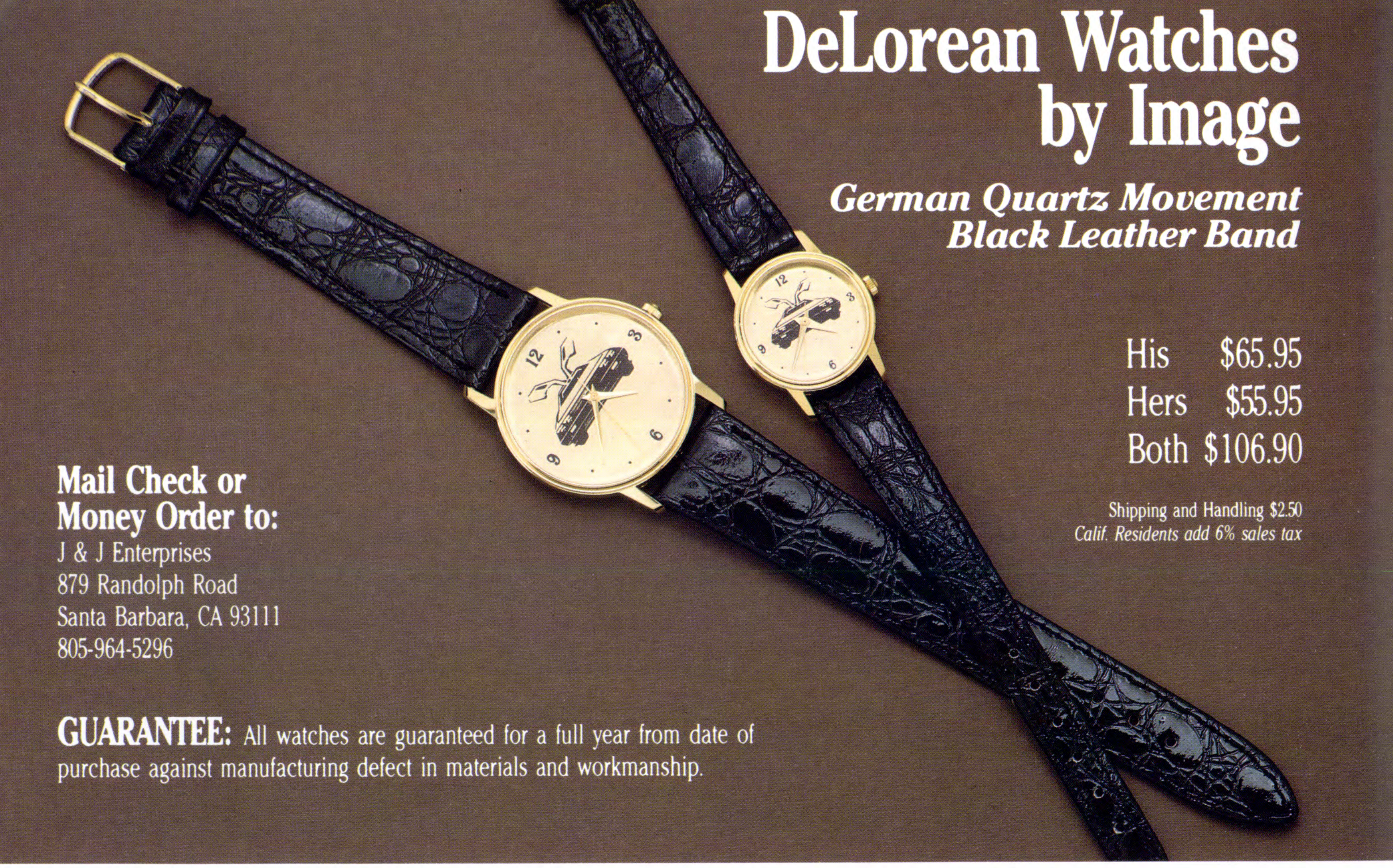
The engine cover was left off because the custom air filter is taller than a stock DeLorean air filter, and a four-core radiator was made to sufficiently cool the engine.

To eliminate detonation, I am running octane boost in the gas. With the added octane, 450 horsepower is generated when I accelerate hard, and the front tires lift off the ground! "BAD 81" does 0-60 in 5 seconds flat!

At 17 years of age, I just graduated from Camdemton High School in Osage Beach, Missouri. As a teenager, my DeLorean stereo system is also very important, so a 400 Watt system was installed including a compact disc player. The speakers take up the entire rear shelf. When I crank up the system, the entire car vibrates! And then you can really hear Jimmy Dale and "BAD 81" coming!







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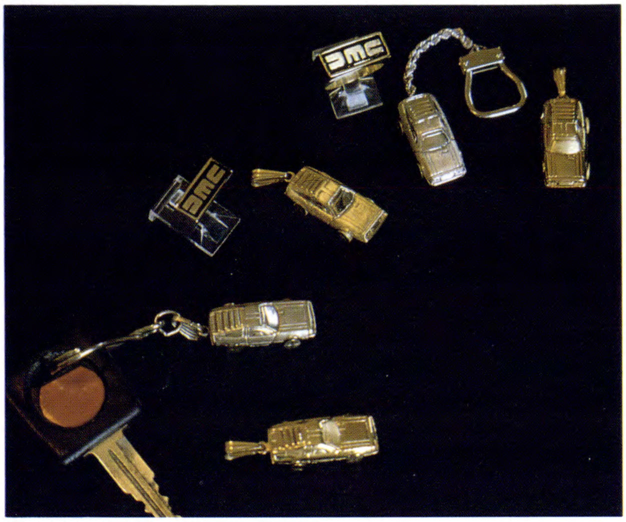

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FUEL TANK CONTAMINATION

by Ed Bernstein (DeLorean One, Inc., Canoga Park, California)
Photos by Kjell Myhre

On several occasions during the past 36 months, our service personnel have discovered serious fuel system contamination from dirt, rust, moisture, and petroleum tar.

Although contaminants may enter the fuel system via the gasoline pump through "dirty" fuel, we find that most damage is the result of owner maintenance neglect or poor quality workmanship by repair people.

The fuel pump is located in the top of the fuel tank beneath the spare tire in the luggage compartment. Access to the pump is gained through a panel in the rear of the spare tire wheel well.

Initially, the top of the fuel pump is protected by a "fuel pump cover seal." Note the condition of the "cover seal." If it is soft and pliable, you are in good shape. However, if it is hard, distorted and dried-out, you are probably going to have a fuel pump problem from rust in the foreseeable future. Moisture enters into the top of the "fuel pump sealing ring" through spaces around the fuel hoses or edges of the cover seal. These spaces are created by the loss of elastomers in the cover seal from age or heat.

Water entering the area remains on the top of the fuel pump, submerging the electric wires, rusting the threaded contact posts and causing an electro-chemical deteriorating action called electrolyzation.

If you find the top of the fuel pump submerged in gasoline or evidence of gasoline around the top of the fuel pump, chances are the "fuel pump sealing ring" is beginning to deteriorate from additives to, or components within, the fuel itself.

Photo 1 shows a moderate to extreme example of sealing ring deterioration. DO NOT LEAVE YOUR DELOREAN STORED FOR AN EXCESSIVE PERIOD OF TIME WITH GASOLINE IN THE TANK!! The lack of gasoline circulation within the gas tank appears to promote a molecular breakdown within the rubber compound that makes up the "fuel pump sealing ring" thereby creating a "tar-like" substance.

The small tar molecules enter the fuel system initially by passing through the "fuel pump filter screen" at the end of the "lower fuel pick-up hose." They build up in and pass through the fuel pump on their way to the "fuel accumulator." We believe that severe cases of "tar-like" contamination

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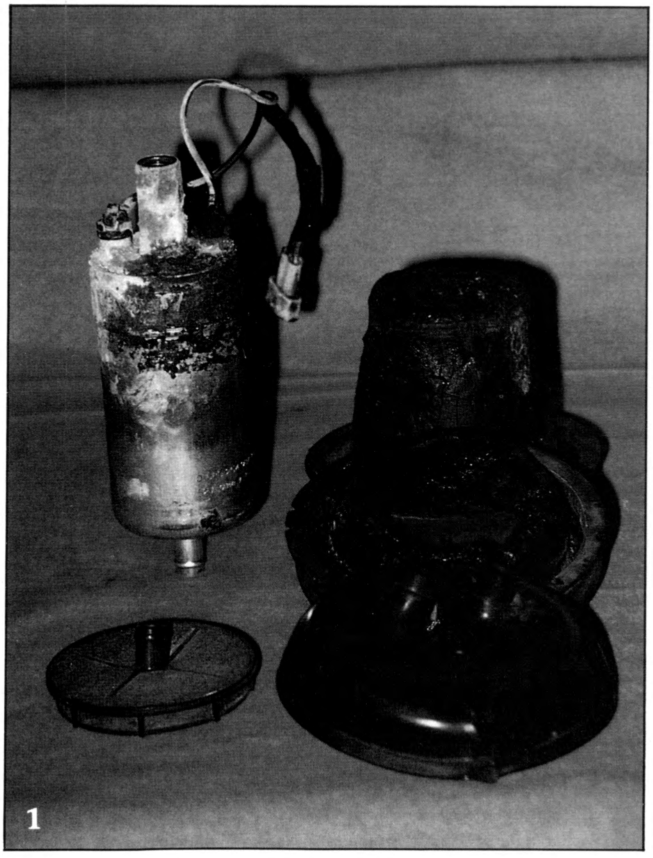
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CONTAMINATION (FROM PAGE 31)

cause failures in fuel pumps and accumulators on a regular basis.

If we are fortunate, the remaining "tar" molecules and particles are stopped by the "fuel filter" (a cylindrical component strapped to the left rear section of the frame above the air-deflection plate). If we are not lucky, or we do not change our fuel filter every 15,000 to 20,000 miles, excessive tar build-up within the fuel filter may begin to break down and pass into the "fuel distributor" (a $791.00 part), or into one or more of the six fuel injectors which cost $33.23 each as of this issue of *DeLorean World* Magazine.

Our DeLoreans are averaging 8 years of age and many have not been driven very much.

Upon examination, the "fuel pump sealing ring" in my vehicle, with over 133,000 miles on it, was still dense and firm around the area located near the bottom of the pump inside the gas tank. This is a desirable appearance. However, the "fuel pump cover seal" was beginning to become rigid and somewhat dried-out. Because it had not lost its original size and shape, I decided not to replace it, but I will keep checking its condition every 4 to 6 months to see if further deterioration occurs. The one on my car now is the third fuel pump cover seal I've replaced since it was new 8 years ago.

In sharp contrast, it is not uncommon for us to find "fuel pump sealing rings" in low to medium mileage DeLoreans which are deteriorated, ragged and spongy around the portion that extends into the gas tank and is submerged in the gasoline.

We advise that you or your mechanic examine this area of your DeLorean on a regular semi-annual schedule to verify no contamination exists and that your "fuel pump cover seal" and rubber "fuel pump sealing ring" are doing their job properly.

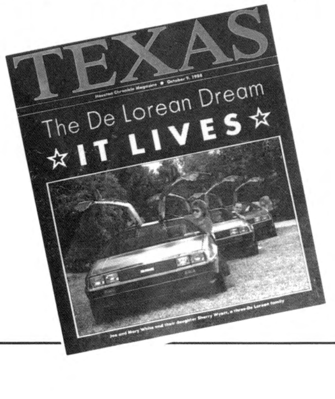
We also suggest that if you find moderate deterioration in your "fuel pump sealing ring" that you replace your "lower fuel pick-up hose," "fuel pick-up screen," and "fuel filter" in addition to the "fuel pump"!! We believe that new rubber components which are replaced in a piecemeal manner become contaminated from "tar-like" molecules remaining within components which are not replaced and thereby perpetuate the deterioration process.

See new fuel pump and components, Photo 2.

Fran, recently stranded on a dangerous Los Angeles freeway with a malfunctioning fuel pump, is pictured here with her husband, Tom Gaglio. As new members of the Association, they participated in a board function promoting membership involvement in multiple expanding roles in board activity. An advantage of belonging to the DeLorean Owners Association is that we look out for each other on the highways. Fran was aided by another DeLorean owner effecting immediate assistance and alleviating her predicament. The bottom line is—membership doesn't cost you as much as it pays in benefits. The perks far outweigh the nominal membership cost.

ERRATA

(Errors and omissions)



TEXAS

Houston Chronicle Magazine • October 9, 1988

The De Lorean Dream

☆IT LIVES☆

Joe and Mary White and their daughter Sherry Wyatt, a three-De Lorean family

In reference to the article reprint entitled "THE DELOREAN DREAM – IT LIVES" by Sig Christenson, we would like to give credit to "TEXAS" – "HOUSTON CHRONICLE MAGAZINE." DELOREAN WORLD was granted permission to reprint this article appearing in their October 9, 1988 publication. The author, Sig Christenson—a professional reporter for this news medium—interviewed various members of the DeLorean Owners Association at the Chapter 9 October Tech Seminar and Products Faire hosted by DeLorean One at the Adams Mark Hotel.

DELOREAN MOTOR CAR FUEL PUMP REPLACEMENT PROCEDURES

by Ed Bernstein

(Reprint Courtesy of: DeLorean One, Canoga Park, California and Derep Productions)

SAFETY NOTICE

Proper service and repair procedures are vital to the safe, reliable operation of the DeLorean Motor Vehicle, as well as the personal safety of those performing repairs. This article outlines procedures for servicing and repairing said vehicles using safe, effective methods. The procedures contain many Notes, Cautions and Warnings which should be followed along with standard safety procedures to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

It is important to note that the repair procedures, techniques, tools and parts for servicing the DeLorean Sports Car, as well as the skill and experience of the individual performing the work vary widely. It is not possible to anticipate all of the conceivable ways or conditions under which these vehicles may be serviced, or to provide cautions as to all of the possible hazards that may result. Standard and accepted safety precautions and equipment should be used when handling toxic and flammable fluids. Safety eye shields or other protection should be used when working around batteries, during cutting, grinding, prying, chiseling, or any other procedure that can cause material removal or possibility of projectiles. Some procedures require the use of tools specially designed for a specific purpose. Before substituting another tool or procedure, you must be completely satisfied that neither your personal safety nor the performance of the vehicle will be endangered.

Although procedures and information in this article are based on industry sources, the possibility exists that manufacturers made later changes which are not included herein. While striving for accuracy, DELOREAN ONE, INC., DEREP PRODUCTS and DEREP PRODUCTIONS cannot assume responsibility for any errors, changes or omissions that may occur in the compilation of this data.

CAUTION: The DeLorean Motor Car contains many parts dimensioned in the metric system. During any service procedure, replacement fasteners must have the same measurements and strength as those fasteners removed, either metric or customary. The numbers on the heads of metric bolts and on the surfaces of metric nuts indicate their strength. Customary bolts use radial lines on their heads for strength indicators. Mismatched or incorrect fasteners can result in vehicle damage, malfunction or the possibility of personal injury. Fasteners removed from the vehicle should be reused in the same locations whenever possible except when indicated otherwise. When fasteners are not satisfactory for reuse, care should be taken to select a replacement fastener that is equivalent to the original quality.

CAUTION: It is advisable to work with the gasoline tank empty of fuel to avoid the possibility of fire and explosion. When conditions do not permit the total evacuation of fuel from the tank, less than 1/8th of the fuel tank capacity should be present to avoid excessive overflow and to minimize the danger of spillage. Wipe up spilled gasoline immediately with shop towel(s) and place the towels in a metal container designed for the temporary storage of cloths moist with or containing flammable or volatile fluids. When working in the vicinity of gasoline or other flammable substances, a fire extinguisher rated for the proper extinguishing of fires caused by these substances should be immediately available and fully charged.

GASOLINE

DANGER: Gasoline is extremely flammable! Work in a well ventilated area: Prevent buildup of gasoline vapors. Vapors may cause flash fire and can be ignited explosively by a spark or flame source many feet away. DO NOT SMOKE! Keep away from heat, sparks, flame, pilot lights, electric motors and other sources of ignition. Place gasoline only in a closed metal container designed for the storage of same. Avoid prolonged contact with skin or breathing vapors.

WARNING: The fuel system of the DeLorean Motor Car is constantly under rest pressure when the vehicle is not running. Protective eye shields and clothing should be worn during the removal of any fuel system component. Fuel fittings should be loosened slowly to avoid fuel spray into the engine compartment and a metal gasoline container should be available into which to drain fuel. Positive pressure buildup in the fuel tank is normal for this system.

The largest problem affecting the operation of fuel injection components is dirt and moisture contamination. Therefore, precautions should be taken when working on the system to avoid contamination.

Some of the items which may be necessary to replace the Fuel Pump are listed below:

1. Protective Fender Cover
2. Metal Gasoline Container
   a. Pouring spout and funnel
3. Fire extinguisher for flammable liquids
4. Protective eye shields (Goggles)
5. First Aid Kit
6. 3/8 Inch Drive Ratchet
7. 1/4 Inch nut driver
8. 1/4 inch deep drive sockets
   a. 6mm
   b. 7mm
   c. 8mm
9. 17mm deep drive socket
10. 17mm open end wrench
11. 9/16 Inch open end wrench
12. Wire cutters
13. "Pozidrive" tool
14. Phillips head screwdrivers
15. Slotted head screwdrivers
16. Razor knife and blade
17. Assorted shop towels
18. Automotive spray cleaning solvent
19. Silicone paste (to prevent corrosion)
20. Silicone black sealant (to seal against moisture and dirt)
21. Nylon tie straps or worm hose clamps
22. Sealed metal container for shop towels used in conjunction with flammable/volatile substances

The DeLorean Motor Car has been created by some of the finest designers and engineers in the automotive industry. As a

CONTINUED ON PAGE 35

3-DAY *(FROM PAGE 15)*

With the highway work behind us, we checked into the Hyatt Lake Tahoe located at the North end of the lake. The Hyatt is off the main road and surrounded by tall pines and open space ...the only one on the lake with beachfront property.

Our reception Friday night was held in the beautiful Lakeside Room. Set away from the main hotel, the Lakeside Room boasted an unobstructed view of the lake, only 100 feet from the water's edge. Members registered here, socialized over cocktails, and pondered the products for sale.

Each attendee was given a T-Shirt just for this event at registration. Although they weren't ready in time for the event, participants were told of a new item introduced at Lake Tahoe...a lapel pin designed specifically for the event. The pin will be mailed to each person attending the event when they are received. The idea behind this is to display your pin with others obtained at other DeLorean events. You must attend the event to obtain the pin.

National is planning Cape Cod EXPO '89 pins. So, plan to attend the events and get all of them. I will be displaying my pins in an 8x10 frame on my office wall; others are planning to wear them on their hats or jackets.

Saturday morning started out with an optional breakfast at the Ponderosa Ranch where the famed TV show, Bonanza, was filmed. A hayride to the top of the mountain ranch, in the crisp cool morning air, really woke our senses. Arriving at the top, we were met with a breathtaking view of the lake. The smell of eggs, sausage, and pancakes filled the air.

After breakfast, we took the trail wagon back down to the main lot where we lined our cars up for the rallye around the lake. Our rallye was quickly dubbed "The Tahoe Scenic Tour" when we learned you had to have a permit for a rallye. 30 cars lined up in the Ponderosa parking lot behind our leaders Ed and Judy Fizze-Tower.

CB's were ready to keep track of lost souls, breakdowns, other mishaps. "Tail Gunner," Harry Shuger was in the end car ready to help anyone in trouble. Harry, I am happy to say, only had to stop once when Jimmy Dale's Chevy V-8 powered DeLorean vaporlocked. Jimmy and his dad were quickly able to remedy the problem and within minutes we heard Harry on the radio telling us the lost sheep were back with the flock.

Our first stop was at the West Shore Cafe for a short view of the lake. The cafe welcomed us with open arms and the atmosphere made it hard to leave.

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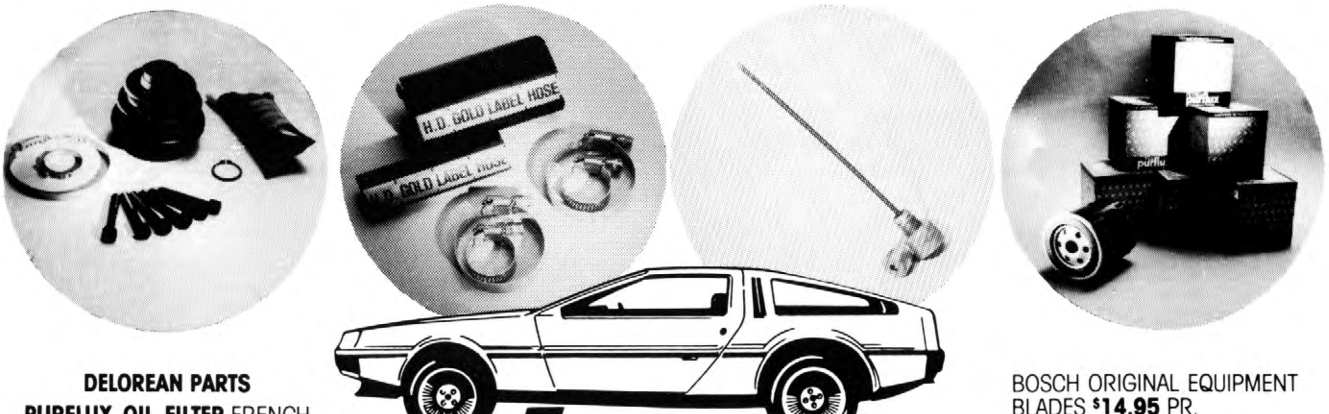

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***FUEL PUMP** (FROM PAGE 33)*

vehicle composed of many interrelated components, it has demonstrated a definite need to maintain the integrity of the fuel system. While driving, you may have noticed an irritating, constant humming drone which seems to come from behind the air conditioning control panel. This could be an indication of a failing fuel pump. Sometimes a warm engine may turn over but will not start until it cools. This may be a condition known as "vapor lock." Both symptoms are good indicators of fuel pump problems.

The replacement of the fuel pump on the DeLorean Sports Car is neither difficult nor complicated once you know the proper steps.

REPLACING THE FUEL PUMP

1. To reach the fuel pump, one must remove the access cover located in the front of the vehicle inside the luggage compartment. After placement of the protective fender cover, remove the carpeting and fiberboard backing. Unclasp the retention strap and remove the jack handle, spare tire and any other item that may be secured in the wheel well. Using a Phillips-head screwdriver, loosen each of the ten fasteners that secure the fuel pump access cover. After removing the fasteners, carefully take the razor knife and slice through the silicone seal completely surrounding the access

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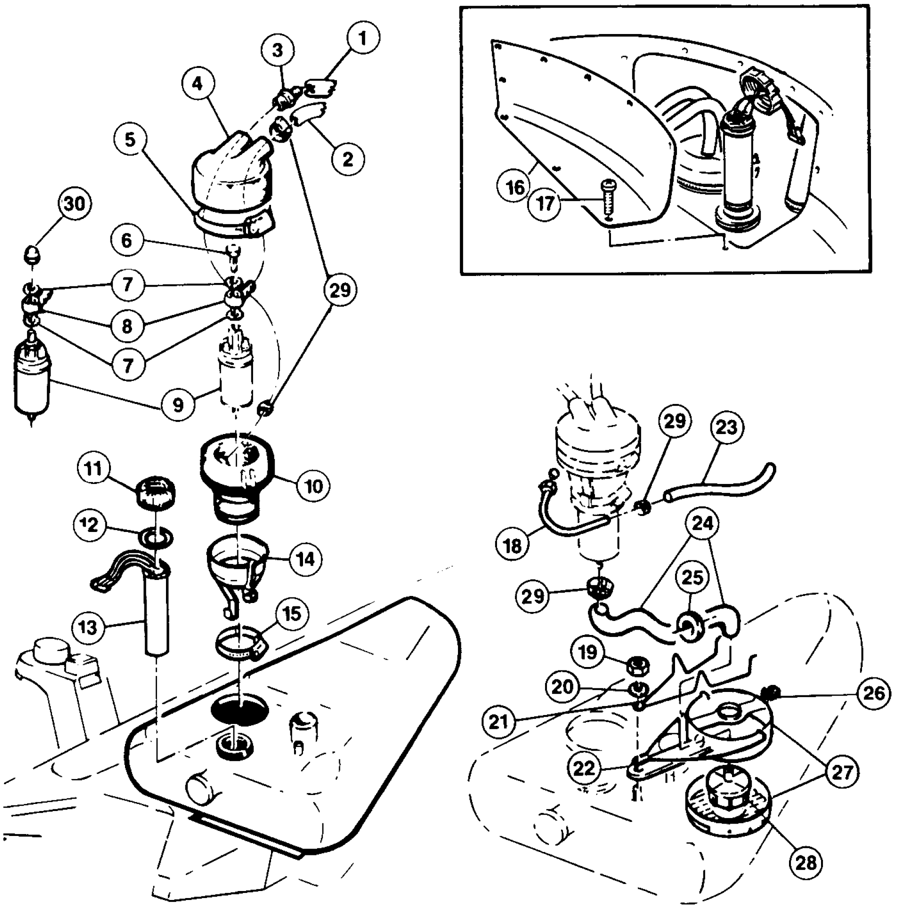
EXPANDED DRAWINGS OF FUEL PUMP COMPONENTS AND FUEL QUANTITY SENDING UNIT COMPONENTS



1 Fuel Return Hose
2 Fuel Feed Hose
3 Fir Tree Connector
4 Fuel Pump Cover Seal
5 Cover Seal Clamp
6 Banjo Screw
7 Sealing Washer
8 Fuel Pump Banjo Body
9 Fuel Pump
10 Fuel Pump Sealing Ring
11 Screw Cap
12 Sealing Ring
13 Fuel Quantity Sending Unit
14 Supporting Ring
15 Support Ring Clamp
16 Fuel Pump Access Cover
17 Fastener
18 Fuel Return Steel Tube
19 M6 Plain Nut
20 M6 Spring Washer
21 Retainer Spring
22 Outer Retainer Spring
23 Fuel Return Lower Hose
24 Fuel Pump Supply Hose
25 Pipe Seal "U" Section
26 Edge Clip
27 Fuel Tank Baffle
28 Fuel Pump Filter
29 Clamp (Hose Band)
30 Banjo Body Cap Nut

3-DAY *(FROM PAGE 34)*

The hosts – Dean and Jan Kimball.

PONDEROSA RANCH
HAYRIDE BREAKFA

At the Ponderosa Ranch.

Richard and Nancy Washington at the Bonanza Breakfast.

We kept our pace easy so that we could enjoy the outstanding views of the lake. Our stop on the South Shore for lunch brought a crowd when we all pulled up right at the front door to Caesar's Palace. We did, however, pull our cars into their valet parking before going in for lunch and a few pulls on the slot machines.

The drive back to the Hyatt was something else. Once we got in formation on the road we were a line of 30 DeLoreans, unbroken, all the way back. People were stopping beside the road to watch us drive by.

Back at the Hyatt it was time to relax and pull a few more slot machines.

Next, Dorothy Bradley showed us, at the Tech Talk, what a real Concours DeLorean is all about. I think many of us will use her tips in our own garage just keeping our cars clean for our own satisfaction.

Don Steger also provided a hands-on view of simple repairs and troubleshooting we could do at home.

Of other interest, I provided vehicle identification number (VIN) information. This information gives a real insight into your car and where it stands in the DeLorean line. I will be doing an article in a future issue of DeLorean World about it.

Jim Lewis provided owners with information on tires...why some are better than others and what to expect from the tires that are available.

Our day was not over yet. At 6:30 P.M. the doors to the Lakeside Room opened again. A half-hour of relaxed cocktails, then in line for a fabu–lous buffet.

As our evening continued, we opened the program with announcements of upcoming events and a few inspiring words from our National President, Kjell Myhre. Then, on the "Scenic Tour," we gave out playing cards at each stop and collected them at the end, recording the best poker hands. The best hands won prizes.

Next, we conducted our raffle, giving away many more great prizes. Many suppliers donated to our raffle, to which we owe a great deal of thanks. Now, on to the main act. This was where I got off stage and let some pros take over. We had two comics entertain us. I felt sorry for the first one because we were a tough crowd to get going. The next comic had us in stitches. The greatest thing about both was that they kept their language clean and made no coke jokes about the DeLoreans.

After dinner and the show, we had a relaxing walk back to the hotel. The smell of pines in the crisp mountain air with a thousand stars in the clear skies overhead topped off a perfect day.

Sunday morning, my wife and I took a well-deserved refreshing walk by a stream near the hotel before going in to breakfast. It was a perfect end to the weekend. The buffet breakfast was fantastic. Opening at 9 A.M. and serving till noon, it provided our DeLorean guests with time to enjoy the last day at a very beautiful resort.

I must note that the Hyatt Lake Tahoe was undergoing major remodeling at this time, but they kept it well hidden and the service first rate.

So many people helped in so many ways, I can't even list their names without filling a page. Most of all, thanks to those who came; this weekend was for you! To those who missed it, we are sorry, but don't have regrets because there is a rumor we may do it again!

FUEL PUMP (FROM PAGE 35)

cover. The cover can now be removed.

WARNING! Batteries produce explosive gases! When working with a battery in an enclosed space, always provide adequate ventilation. Wear protective eye shields; battery fumes can cause blindness or severe injury. Heat, sparks, flame or cigarettes can cause explosion. Tools and cable clamps can cause sparks. Poison: batteries contain sulfuric acid which causes severe burns. Avoid contact with skin, eyes or clothing. In the event of contact, flush with water and see a doctor immediately.

2. Because we will be working in the vicinity of the fuel tank, it is necessary to disconnect the battery to safeguard against electrical sparks. Using a 9/16 inch wrench and wearing protective eye shields, remove the battery cable and position it securely away from the battery.

3. Clean the work area, to prevent fuel contamination from dirt or residue entering the gasoline tank, by spraying liberally with cleaner solvent and wiping dry. Disconnect the white electrical connections leading to the fuel pump.

DANGER: Gasoline is extremely flammable! Work in a well ventilated area: Prevent buildup of gasoline vapors. Vapors may cause flash fire and can be ignited explosively by a spark or flame source many feet away. Do not smoke! Keep away from heat, sparks, flame, pilot lights, electric motors and other sources of ignition. Place gasoline only in a closed metal container designed for the storage of same. Avoid prolonged contact with skin or breathing vapors.

4. Using a 6mm socket, loosen the large clamp holding the fuel pump cover seal and slide the clamp up and out of your way. The two fuel hoses leading down into the fuel pump will normally be retained by two worm clamps or nylon tie straps. Loosen the clamps with your 6mm socket, again sliding the clamp up and away from its position. If secured with nylon tie straps, remove the straps with wire cutters.

5. Pull up gently and slide the fuel pump cover seal over the hoses and out of the way. Lift the entire fuel pump from the gas tank. Slide the "Fuel Return Lower Hose" from the steel tube and allow it to drop back into the tank. Located at the bottom of the pump is the "Fuel Pump Supply Hose." Loosen the retaining clamp with a 6mm socket. Slide the clamp down out of the way, and permit the hose to fall back into the tank. Once again using the 6mm socket, loosen the large clamp securing the pump at the "Fuel Pump Support Ring." The pump can now be withdrawn from the "Fuel Pump Sealing Ring" and "Support Ring."

6. To remove the "Banjo Screw Bolt" from the fuel pump, first give yourself leverage by anchoring the base of the check valve stem with a 17mm open end wrench. The "Banjo Screw Bolt" can then be loosened using a ratchet equipped with a 17mm deep socket. As you slip the "Banjo Body" off the check valve stem, be sure to note the "Sealing Washers" that are to be found above and below the "Fuel Pump Banjo Body." It is best to replace these with new washers when reinstalling the fuel pump.

7. The next step involves transferring the two electrical wires from the old fuel pump to the replacement. The terminals are clearly marked, and the wires are color coded. White with purple is positive, and black with purple is negative. But the easiest way to prevent any confusion is by transferring the wires one at a time.

A 7mm socket is required to loosen the nut on the positive terminal. The proper order for re-attaching is as follows: first, the wire; then the washer; then the nut. Be sure that the wire lies flat at the terminal connection between the plastic guides provided.

8. You'll have to change the socket size from 7mm to 8mm in order to do the set of negative terminals. Otherwise, the procedure is the same. When positioned on the new fuel pump, both wires should face in the same direction; that is, toward the front of the vehicle. Apply a couple of dabs of silicone paste to seal the terminals against corrosion.

9. Pull off and discard the rubber cover that protects the fuel pump check valve stem during shipping. You should also check to make sure that the valve fitting on the new pump is tight. Tighten in a clockwise direction with your 17mm deep socket, using a 17mm open wrench for leverage. Re-insert the new pump into the "Fuel Pump Sealing Ring."

10. First install one of the "Sealing Washers" over the fuel pump check valve stem. Position the "Fuel Pump Banjo Body" and replace the other "Sealing Washer." Tighten down the "Banjo Cap Nut" using the same technique as when you removed it: a 17mm deep socket in conjunction with a 17mm open end wrench for leverage.

11. The ridge running around the upper waist of the fuel pump should be positioned just above the "Support Ring Clamp" to prevent the pump from slipping down into the tank. Rotate the pump so that the wires face the front of the vehicle and are in line with the two cut-out reliefs on the top of the "Fuel Pump Sealing Ring." Using the 6mm socket, secure the clamp tightly.

THE NEXT PART IS VERY CRITICAL!

The pre-formed "Fuel Pump Supply Hose" attaches to the bottom of the fuel pump.

The gasoline flows into the fuel pump through the fuel pump supply hose from the baffle secured at the bottom of the fuel tank. The baffle is held in place by a stud which is an integral part of the bottom of the tank. The M6 nut securing the baffle should be kept snug, but never over-tightened—as that could result in the stud being torn from the bottom of the tank. Maintain the preformed curves in the fuel pump supply hose and avoid creating any kinks or sharp bends. The four wire springs hold the baffle in position during driving. The purpose of the baffle is to insure that there is always a flow of fuel even when the gas sloshes to one side of the tank.

12. Having double checked the proper alignment of the fuel pump supply hose, tighten the "Fuel Supply Hose Retaining Clamp" with the 6mm socket. Retrieve the "Fuel Return Lower Hose" from the bottom of the tank and slide it back into place on the pump. Slide this hose as far along the "Fuel Return Steel Tube" as possible to insure a secure fit. Return the complete fuel pump assembly to its home in the tank, making sure the relief cut-outs on the "Fuel Pump Sealing Ring" are correctly facing the front of the vehicle. Reconnect the white plastic wiring harness fitting to the fuel pump harness fitting.

CAUTION: 13. Before completely securing the "Fuel Pump Cover Seal" into position, it is necessary to visually check the security of the fuel fittings. Reconnect the battery (using protective eye shields and a 9/16 inch wrench), start the engine and check for any fuel leaks or seepage...If any leaks are discovered on top of the new fuel pump, turn off the engine immediately, disconnect battery, secure the leaking fitting, reconnect the battery and test again for seepage...Listen for excessive noise from the new fuel pump. Excessive noise may be indicative of a kink or crimp in the preformed "Fuel Pump Supply Hose." Disconnect the battery and the white plastic fitting to the fuel pump wiring harness, re-examine the configuration of the hose in the fuel tank. Adjust the hose properly, reconnect the fuel pump wiring harness and the battery, start the engine and listen again to be sure that the new pump is operating quietly.

CONTINUED ON PAGE 39

BOLT-ON PERFORMANCE FOR DELOREANS

by Fred Lockett,
(DeLorean Specialties, Inc., Philadelphia, PA)

Photos by Kjell Myhre

The DeLorean muffler should be a little louder, less "tinny," more durable and a lot less restrictive. Perhaps it would have been so had the muffler not been designed by Tennaco-Walker, the nation's largest manufacturer of passenger car mufflers.

Both the performance industry and sophisticated European sports cars use free-flow designs with larger outlets and fewer internal baffles to promote a more free-revving motor, more horsepower and torque.

After a year of persistent appeal to numerous manufacturers of stainless steel mufflers, one company was persuaded to make free-flow DeLorean mufflers in limited quantities for a moderate price.

They cut apart a stock muffler for measurements and jig-making and sent us photos of the insides. You can get an idea of how your muffler was built from the location of the welds and the pattern of the corrosion. It is very restrictive internally with small diameter, perforated pipes, baffling chambers and glass packing.

These new stainless mufflers are "Totally Tuned" for power and sound level. They are made entirely of rust-proof T-304 stainless steel and feature distinctive, large 2.25" exhaust tips.

A stainless exhaust system is an investment in excellence. It enhances overall performance and fuel economy, liberates a powerful engine sound, eliminates corrosion and costly replacement, and adds value to your DeLorean.

The muffler was designed by Borla, and is worth a claimed **15% gain in horsepower!**

Installation is easy using the directions in the DeLorean Shop Manual. The photos show an installation procedure in action. The stock muffler hangers are used and it bolts directly to the catalytic converter. A new "U" bolt may be needed if yours is corroded. Loosening the upper hanger under the alternator is tough. Sometimes the rubber grommets in the hangers freeze up. If so, they can't be removed without tearing and they will need to be replaced. Expanding the catalyst outlet pipe to make it "round" may be required, so we recommend installation by a skilled "DeLorean Doctor." For installation, refer to the DeLorean Shop Manual, "**Fuel, Emission and Exhaust System / D:10:01.**"

REMOVING & REFITTING EXHAUST MUFFLER

Removing

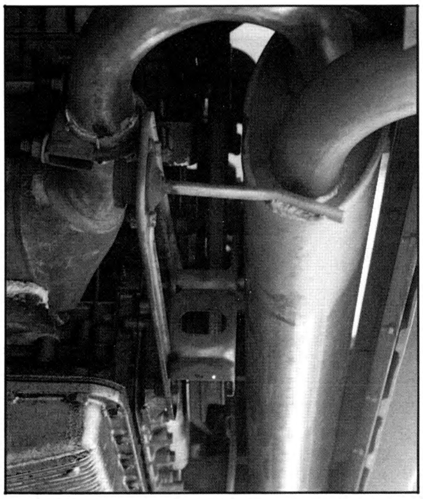
Note: Alternator must be loosened and pivoted to gain access to bracket bolts.

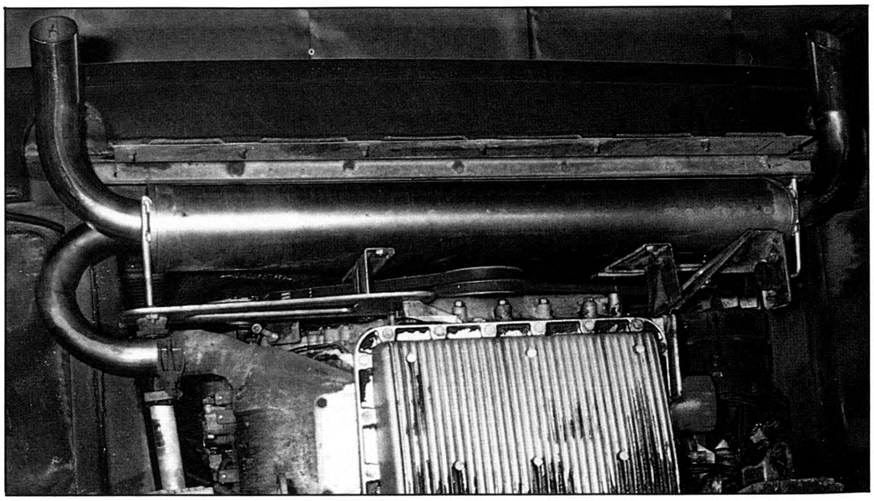
1. Release two bolts securing LH support bracket to engine.
2. Withdraw rubber mounting off muffler pin, and remove bracket.
3. Remove two nuts and bolts securing rubber mounting to RH muffler support bracket.
4. Remove three bolts securing RH muffler support bracket to engine.
5. Withdraw rubber mounting off muffler pin, and remove bracket.
6. Slide muffler pipe off catalyst pipe and remove muffler.
7. Remove bolts securing top muffler mounting bracket to engine.
8. Withdraw rubber mounting off mounting pin, and remove bracket.
9. Raise rear of car and release four nuts and bolts securing heatshield to muffler brackets and remove shield.
10. Loosen off catalyst/muffler joint U-clamp.

NOTE: Before removing the two lower muffler mountings, provide alternative support for the muffler to avoid injury from sudden release and excessive strain on the pipe joint.

REFITTING

Reverse the removal procedure using exhaust sealant paste on the pipe joint. Tightening mounting brackets in their optimum position before tightening this clamp will distort the pipes and make removal very difficult.





TECH Q & A

Q Occasionally I get a grinding or rubbing sound coming through the steering wheel. It seems to happen most often after driving the car in the rain.

C.R., Ontario, Canada

A This symptom is most commonly caused by the neoprene bushing on the steering column as it goes through the bulkhead. It dries out and rubs on the lower steering column shaft. The remedy for this is to lubricate the shaft as it goes through the bushing. The best way to do this is from inside of the car where the shaft goes through the bulkhead. Lubricate the bushing with a lubricant such as rust-penetrating oil or WD-40, not silicone.

Q When starting the car from cold, I get a high-pitched squealing noise from the engine compartment which goes away after a couple of minutes.

B.L., Norfolk, Virginia

A The first thing to do is to check the tension of both belts and also inspect the a/c belt idler pulley bearings for possible failure. The easiest way to do this is slacken the a/c belt tensioner, remove a/c belt and spin each a/c idler pulley with your hand. If there is any noise, or coarse or grinding feeling, replace the bearing.

Q When looking at the rear of my car, the lower section of the engine is always dirty and has oil on it. How can I stop this and keep it clean?

D.E., Millbrae, California

A There are three common oil leak problems that can occur on the lower section of the engine that will cause a film of oil to coat the oil pan and suspension cross member underneath the car.

1. The oil drain plug was not tightened correctly or the drain plug seal was not replaced the last time the oil was changed. (Drain plug seal must be replaced every time oil is changed - DMC Part #102101).
2. Timing cover oil lip seal is leaking - (DMC Part #102573). It should be replaced by a professional DMC repair facility.
3. The oil warning light switch on the left side of the engine by the catalytic converter may need to be replaced. (DMC Part #102462 and sealing washer DMC Part #102461 can be replaced by owner. Requires 24mm socket.)

After these oil leaks have been taken care of, it is possible to clean oil pan and rear suspension cross member and they will stay reasonably clean.

Send Tech Questions to: *Jon Spurlin, 8900 Oak Park Avenue, Northridge, CA 91325*

FUEL PUMP *(FROM PAGE 37)*

14. Once you have determined the system is operating satisfactorily, continue to slide the "Fuel Pump Cover Seal" down into position; making sure the two electrical wires are bedded in their "Sealing Ring" slots. Snug the "Cover Seal" all the way down and re-install the large "Cover Seal Clamp" at the base of the "Cover Seal." Tighten it with the 6mm socket. Next, reattach the worm clamps that secure the "Cover Seal" around the fuel hoses. Again, use the 6mm socket, or, if you prefer, nylon tie straps may be used instead of the worm clamps. Make sure that the straps are cinched down tightly.

15. Apply a bead of silicone sealant around the openings in the "Cover Seal" for the fuel hoses. Use your finger to work the sealant in and around the openings, thereby plugging any minute gaps against water and dirt.

If you compare the original style fuel pump against the newer type, a few differences are apparent. The most obvious change is in the length of the check valve stem. The check valve stem on the original style is much longer than the current version. The original pump was built with a one-way check valve incorporated into the stem;...that design sometimes failed. The newer pump uses an auxiliary check valve which screws into the top;...a system that seems to hold up better. Also, the original retaining bolt has been changed to a cap nut that holds the "Banjo Body" in place. Whenever you are working in the fuel pump area, check the "Fuel Pump Cover Seal." A dried or cracked "Cover Seal" often leads to rusted terminals. Whenever in doubt, install a new, pliable "Fuel Pump Cover Seal" which will shield against moisture when properly installed.

16. To reinstall the fuel pump access panel, first trim away any excess sealant with the razor knife. Place the cover in position and begin by finger-tightening all ten machine fasteners. Then, snug them down securely with a Phillips-head screwdriver. Apply a fresh bead of silicone sealant all around the access cover. Working it into the spaces and cracks to keep moisture and dirt out of the wheel well, smooth the bead of sealant with the fingertip.

17. All that remains is just a little cleanup. Return the spare tire to its well, strapping down both it and the jack handle securely. Replace the fiberboard backing and carpeting, fold the protective fender cover and close the luggage compartment.

Once you know the proper sequence, these procedures you have just reviewed are neither difficult nor complicated.

Advertiser Index

Bernstein, Millie 20
DeLorean Improvements, Inc. 10
DeLorean Motor Center 3
DeLorean One, Inc. . 26-27, 44
DeLorean Owners Association 9, 17, 28
DeLorean Specialties 4-6
Jennings, Teri 2, 16
J & J Enterprises 24, 29
JP Enterprises 34
P. J. Grady, Inc. 42
Tufaro, Eugene 29
Turbo Manifold Company .43
Wilson Classic Auto 14

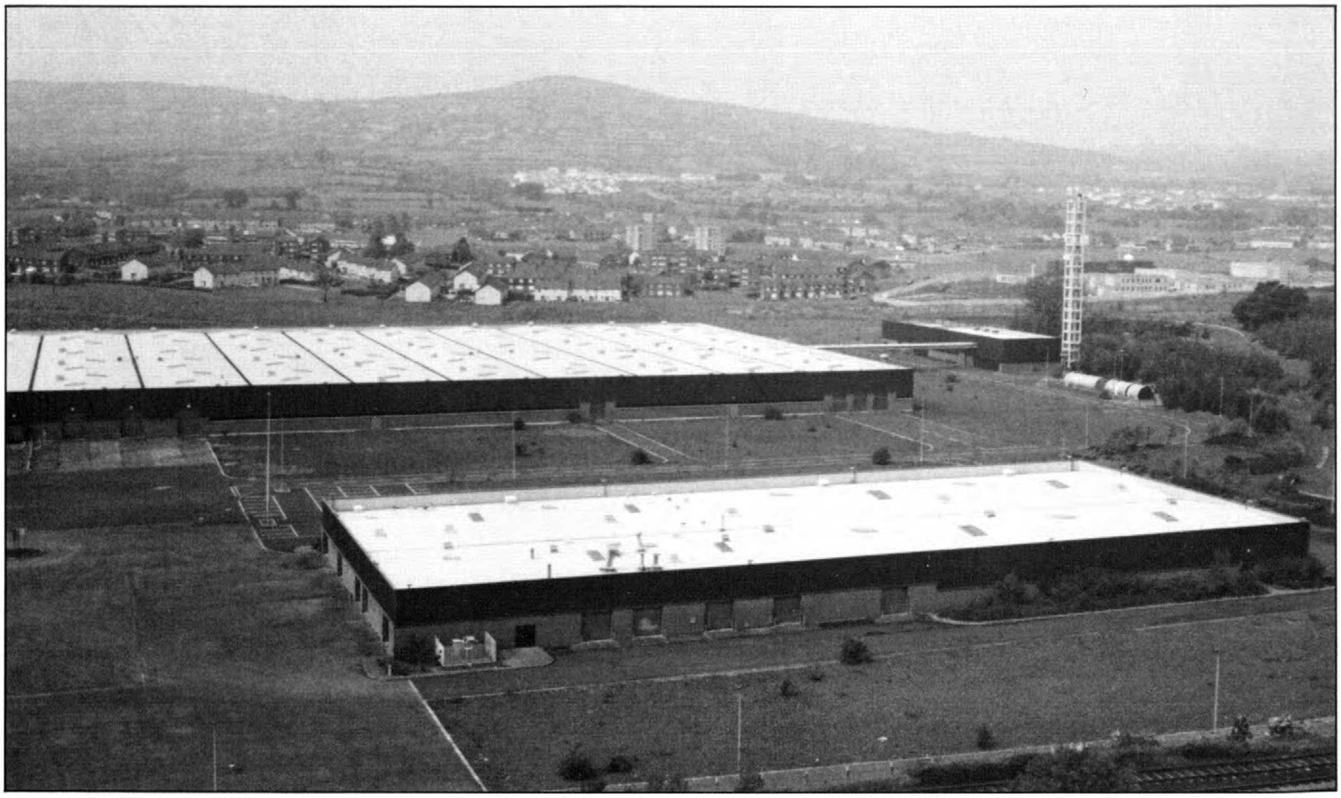
BELFAST *(FROM PAGE 23)*

their U-boat patrols. I did not know then that they were built by Shorts.

Once outside Belfast, there is a lot to see and do. Heading north is the Antrim coast and the U-shaped glacial valleys sweeping down to the sea. Bed and breakfast places and small inns abound. The Giant's Causeway is one of the "wonders of the world" with columns of rock which were formed as lava cooled. The fable about Finn McCool says otherwise. Nearby is the Old Bushmills Distillery, the oldest in the world. Although whiskey has been made at the site since about 1275 A.D., the license to distill was granted in 1608. As in the hills of Appalachia, there is a tradition of making homemade brews called poteen and pronounced "pot-yin." No. I did not get any on this trip. Further around the coast is the walled city of Londonderry where I went to high school. I remember how our teachers gave us some time off on the day when the surrendering U-boats came up the River Foyle with the sailors lined up on the deck. These were the ones which the Sunderlands did not catch and which did not have enough fuel to make it to South America! Besides the lovely green countryside and barren mountain areas, there are many points of interest. The Tyrone Crystal factory offers an interesting tour of glass blowing and precision cutting. The Belleek Pottery still makes fine parian china and I believe it was artisans from here who started Lenox China in Trenton, N.J. In the center of Northern Ireland is Lough Neagh, pronounced "Loch Nay." This is the largest body of fresh water in Europe and is home to polon, a fresh water herring. They were probably trapped here by Finn McCool as the land emerged from the depths of the ocean.

It is also the habitat of lots of eels which journey to the Sargasso Sea if they are not caught and shipped to Paris. Aside from the places to see, you will find that the people are more than friendly—they are helpful, respectful, and they speak a variation of American. In fact, I believe that more American presidents have roots in Northern Ireland than in Southern Ireland (The Republic of Ireland), notwithstanding the publicized ancestry of Presidents Kennedy and Reagan. So much for Northern Ireland, the non-mecca of the jet set. Let us get on with the details of my May, 1989 trip with particular emphasis on the DeLorean connection.

You are all acquainted with all the DeLorean lore, so no need to cover that. To bring you up-to-date, I urge you to read the article in the next issue about future plans for the DeLorean factory. During my week there, I covered most of the places mentioned above and started out with the hope that a tour of the factory could be arranged. Initial contact with the Industrial Development Board got my hopes up, only to be dashed at the last minute. My only alternative at this point was to go there and take some pictures of the exterior. One of Michael's employees gave me a good idea for getting an aerial shot. He said that if we went up the elevator of a nearby apartment house, we could get some pictures. We did this but we were unable to climb to



The DeLoreans are gone; the plant lives on.

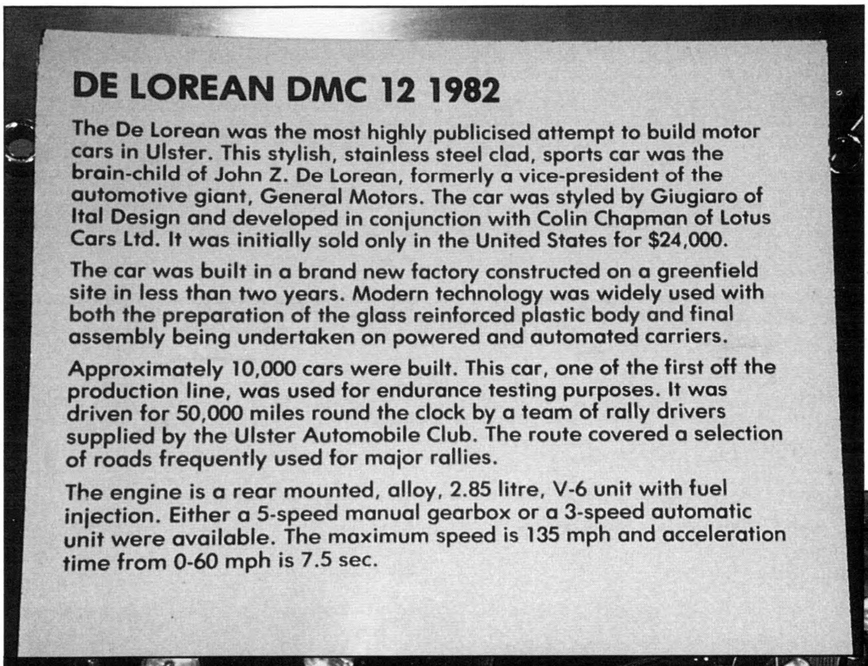
the roof; consequently, we were unable to take a panoramic picture of the whole factory. What you see here are pictures of this once busy place, a monument to the technical excellence as well as social and financial failure. The guards at the gate were very pleasant, but unfortunately lacked the authority to grant admittance. The empty lot inside the gate was once filled with our wonderful almost flying machines.

During the week there, I visited the offices of the Newsletter, the morning newspaper published in Belfast. I received permission to reprint their article on the future plans for the factory. I also obtained the name of the Head Librarian, Mike McComb. Upon calling Mike, I learned that Mike's hours are from 5 p.m. to 1 a.m. and that I could come by to see him, which I did on Sunday evening at 10 p.m. after dinner. He was most helpful and volunteered our use of his DeLorean pictures, most of which we have never seen—pictures of the car from the earliest stages of production to being loaded onto the boat. Mike's son is an avid DeLorean fan and is the proud possessor of a DeLorean manual. He was most happy to receive the latest DeLorean World.

Perhaps in future issues, we can bring you a picture or two of the various stages of the production process. And if we take another trip soon, we maybe able to take a tour of the interior. I wonder whether Montupet makes the heads for the PRV engine?

About the Author

Robin McNeill, originally from Belfast, and an avid DeLorean owner, inherited the warm and friendly Irish affliction...effortless Irish good talk and story telling...accent notwithstanding.



DE LOREAN DMC 12 1982

The De Lorean was the most highly publicised attempt to build motor cars in Ulster. This stylish, stainless steel clad, sports car was the brain-child of John Z. De Lorean, formerly a vice-president of the automotive giant, General Motors. The car was styled by Giugiaro of Ital Design and developed in conjunction with Colin Chapman of Lotus Cars Ltd. It was initially sold only in the United States for $24,000.

The car was built in a brand new factory constructed on a greenfield site in less than two years. Modern technology was widely used with both the preparation of the glass reinforced plastic body and final assembly being undertaken on powered and automated carriers.

Approximately 10,000 cars were built. This car, one of the first off the production line, was used for endurance testing purposes. It was driven for 50,000 miles round the clock by a team of rally drivers supplied by the Ulster Automobile Club. The route covered a selection of roads frequently used for major rallies.

The engine is a rear mounted, alloy, 2.85 litre, V-6 unit with fuel injection. Either a 5-speed manual gearbox or a 3-speed automatic unit were available. The maximum speed is 135 mph and acceleration time from 0-60 mph is 7.5 sec.

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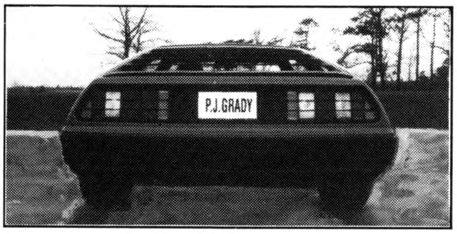

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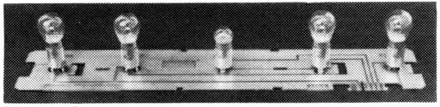

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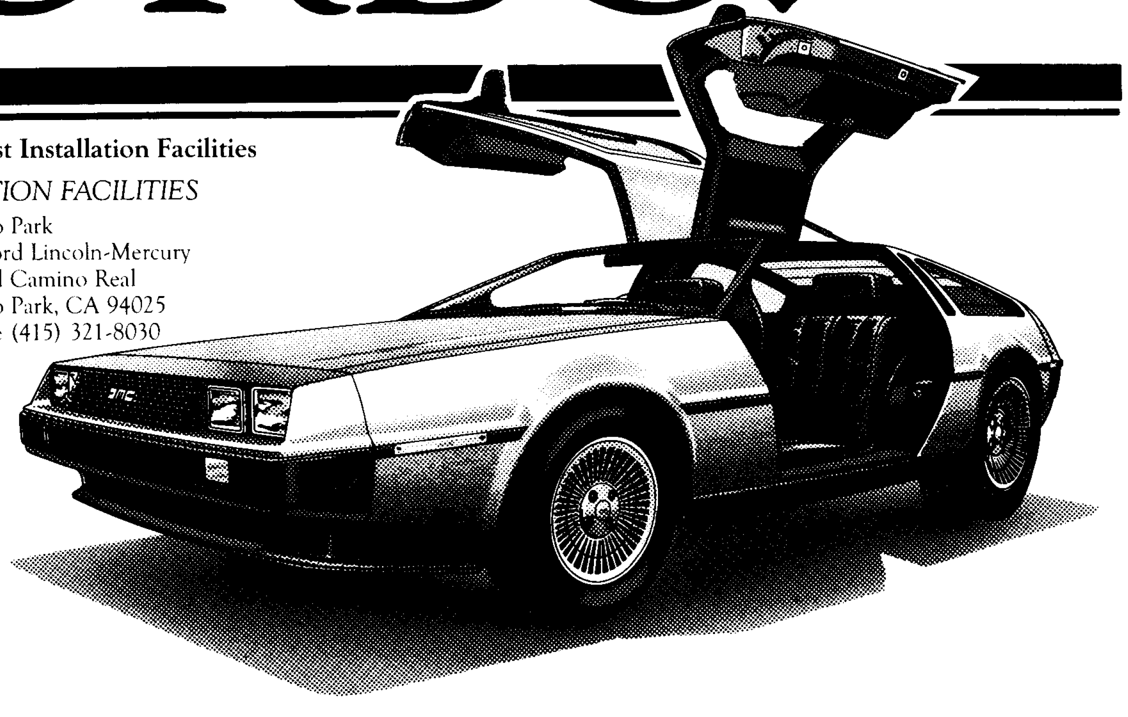

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